

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2024/3315

**Ward:** Seven Sisters Ward

**Address:** Land adjacent to (south of) the junction of Seven Sisters Road and St Ann's Road, London N15

**Proposal:** Construction of 66 new affordable homes across two new buildings of six storeys each; 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.

**Applicant:** Haringey Council

**Ownership:** Council

**Case Officer Contact:** Gareth Prosser

**Date received:** 05/12/2024

**1.1** The application has been referred to the Planning Sub-Committee for decision as it is a major application that is on Council land.

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

- Planning policy recognises the important role and contribution that medium sized sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which has been carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 66 homes, improved landscaping and open spaces. These homes will be 100% social-rent homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal would provide a comprehensive hard and soft landscaping scheme. There would be the loss of 22 trees as a consequence of the proposed development - however 52 new trees will be planted across the site and neighbouring estate land which is a net-gain of 30 trees.

- The size, mix, tenure, and overall quality of the new homes are acceptable, all of which either meet or exceed relevant planning policy standards. All new homes have private external amenity space.
- The proposal has been designed to avoid any material harm to the amenity of existing residents and occupiers of surrounding and adjacent properties in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.
- The proposed development is car free (except for 7 wheelchair-accessible 'blue badge' car parking spaces) and high-quality storage for bicycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include air source heat pumps, green roofs and photo-voltaic panels at roof level.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities and sustainable travel initiatives and on and off-site tree planting.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatics subject to the signing of an agreement providing for 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 heads of terms 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 4<sup>th</sup> June 2025 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.

- 2.6 There will also be a Directors' agreement signed between the parties (applicant as the Housing Department and PBSS as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.
- 2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.9 A summary of the planning obligations/S106 Heads of Terms for the development is provided below:
1. Carbon offset contribution
    - Estimated carbon offset contribution (and associated obligations) of £20,235 (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.
    - 'Be Seen' commitment to upload energy performance data.
  2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
  3. Car Club Provision and Membership
  4. Parking Management Contribution - £10,000 towards a review of current parking management measures within the Tottenham Event Day CPZ
  5. Enter into an agreement with the Highways Authority under S278 and S38 with regard to necessary highways works
  6. Travel Plan contribution: £3,000 (three thousand pounds) per year per travel plan for a period of five years
  7. Travel Plan Monitoring Contribution
  8. Construction Logistics contribution: £15,000 to help administer and oversee construction impacts
  9. Off-site highways and Landscaping working
  10. Affordable Homes for Rent
  11. Local Employment
  12. Employment and Skills Plan

13. Skills Contribution

14. Energy Plan

15. Sustainability Review

16. Monitoring Costs

Summary Lists of Conditions and Informatives

**Summary of Conditions (the full text of the recommended conditions can be found in Appendix 1 of this report).**

**Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials and detailed design
- 4) Energy Strategy
- 5) Overheating Strategy
- 6) Living Roofs and Walls
- 7) Biodiversity Net Gain
- 8) Urban Greening Factor
- 9) Whole Life Carbon
- 10) Delivery and Servicing Plan and Waste Management
- 11) Cycle Parking
- 12) Electric Vehicle Charging
- 13) Wheelchair Accessible Car Parking
- 14) Car Parking Management Plan
- 15) Construction Management Plan (CMP)
- 16) Land Contamination
- 17) Unexpected Contamination
- 18) Air Quality Assessment
- 19) Non-Road Mobile Machinery (NRMM)
- 20) Management and Control of Dust
- 21) Considerate Constructors Scheme
- 22) Construction Logistics and Management Plan
- 23) Piling
- 24) Infiltration Drainage
- 25) Investigative Boreholes
- 26) Waste
- 27) Secured by Design Accreditation
- 28) Secured by Design Certification
- 29) Trees
- 30) Landscaping
- 31) Wheelchair Accessible Homes
- 32) C3 Use Class

- 33) Water Efficiency
- 34) Water Main
- 35) Transport for London Infrastructure
- 36) BREEAM
- 37) Piling

### **Informatives**

- 1) NPPF
- 2) CIL
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Street Numbering
- 6) London Fire Brigade
- 7) Thames Water
- 8) Secured By Design

2.10 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.

2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

2.12 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 would be contrary to Policy SP9 of Haringey's Local Plan 2017. The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.

2.13 The proposed development, in the absence of a legal agreement securing energy efficient measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.

2.14 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further

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

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

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## **APPENDICES:**

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- Appendix 4 Planning Committee Pre-Application Briefing
- Appendix 5 Quality Review Panel Report

### **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1 Proposed development**

3.1.1. This is an application for:

- Construction of two, six -storey residential buildings labelled 'Block 1' and 'Block 2' for the purposes of this report;
- Provision of 66 new social-rent homes (Use Class C3);
- Provision of amenity space including new landscaping;
- Provision of refuse/recycling stores;
- Provision of car parking spaces for blue badge holders; and cycle parking;
- Enhancement of existing amenity space within the Sir Frederick Messer Estate.
- A new tree-lined pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate.

3.1.2. The proposed 66 social-rent homes and associated infrastructure will be contained within two, six-storey, freestanding buildings constructed on an undesignated open space (the loss of undesignated open space is covered later in the report). The wheelchair user homes are located on the ground and first floor levels, and will have their own private amenity space, and dedicated car parking.

3.1.3. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground-floor, with level access from the front of the corner building and courtyard respectively.

3.1.4. The proposed new homes incorporate adequate internal storage and include private amenity space in the form of terraces or balconies. The proposal includes policy compliant children's playspace. A landscaped courtyard at the rear of the site will provide communal amenity space for existing and future residents. The courtyard forms part of a wider landscaping strategy with enhanced pedestrian connections and site permeability, improved parking conditions, and the creation of high-quality, inclusive amenity spaces.

3.1.5. As part of the proposal for developing the new homes, improvements are proposed to the existing amenity spaces on the adjoining Sir Frederick Messer Estate including substantial new tree planting to mitigate the loss of existing trees that are to be removed, and further measures to enhance local environmental quality, amenity and biodiversity.

3.1.6. The proposed two new residential blocks (Blocks 1 and 2) will have a contemporary appearance, albeit using traditional materials including brickwork, with contrasting detailing for windows and balconies. The simple articulation of the elevations would complement the proportions of the buildings and provide a distinctive and robust architectural language.

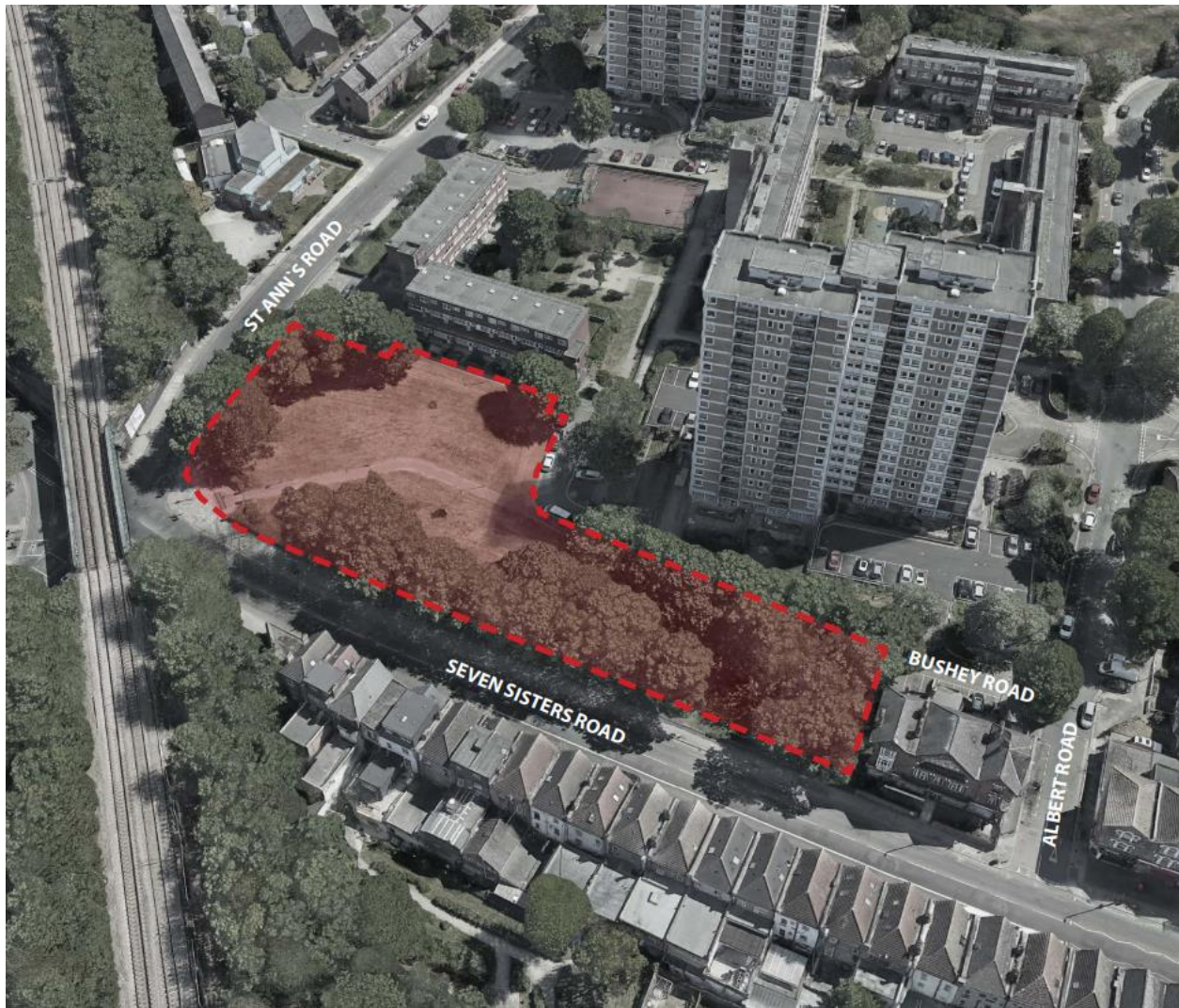
3.1.7. The proposed buildings incorporate features such as energy efficient heating including Air Source Heat Pumps for each dwelling and photovoltaic panels at roof level and high levels of insulation.

3.1.8. Proposed new planting including trees, surfacing, playspace, lighting, CCTV and a new pedestrian link are part of a proposed landscaping scheme.

## **Site and Surroundings**

- 3.1.9. The site is located adjacent to the junction of Seven Sisters Road and St Ann's Road, in the Seven Sisters Ward. The site currently comprises an undesignated open green space. The site consists of mounded grassland including mature trees and footpaths which effectively form a green buffer to these two main roads. No formal play spaces, sitting areas or sport courts are located within the space - it is poorly utilised.
- 3.1.10. The wider area is predominantly residential in character, accommodating a range of property types and styles. Despite its predominantly residential location, several services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.
- 3.1.11. The Public Transport Accessibility Level (PTAL) of the site is 3-5 with most of the footprint of the proposed development falling within the 4-5 range.
- 3.1.12. The 3-5 PTAL rating is regarded as having moderate to very good levels of accessibility by Transport for London. It is within walking distance from a number of bus services and Seven Sisters Underground (Victoria line) and Overground (Weaver line) Stations are located approximately 600 metres (6-8 minute walk) to the north-east of the site on Seven Sisters Road. In addition, South Tottenham Railway Station (Suffragette line) is located on High Road approximately 950 metres (9-12 minute walk) to the east of the site.
- 3.1.13. The site is not located within, or in close proximity to, a conservation area. Neither statutory or locally listed buildings or heritage assets are on site. However, the Woodberry Tavern, south of the site is locally listed.
- 3.1.14. SINC land is located just north of the site, following the path of the railway line, however, none of the site is located within this designation. The site does not have any designated status within the local plan and is considered to be a 'windfall' site, albeit on green space.





### 3.2 Relevant Planning and Enforcement history

- 3.2.1 There is no recent planning or enforcement history for the site. The site is currently a vacant green space with no development present within its boundary. However, historic analysis of the site shows that the site was previously developed. Analysis suggests that most development occurred during the late second half of the 19th century following the introduction of the St Ann's Road rail station, which opened in 1882.
- 3.2.2 The site followed a typical path of Victorian era development until the beginning of the 20th century. The history of the site is followed by changes to the traditional urban grain by re-development between 1955-1970. The traditional street pattern was replaced by open space with potentially unplanned tree planting occurring in mounded areas created following demolition.
- 3.2.3 Just north of the site, permission was granted in 2022 (HGY/2022/2250) for 'Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an

Adult Care Hub in two, four and five-storey buildings'. The proposal is located on a similarly under-utilised open space.

#### **4 CONSULTATION RESPONSE**

##### Quality Review Panel

4.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions. The Panel's written responses are attached in **Appendix 5**.

4.2 Planning Committee Pre-Application Briefing

4.3 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 3rd June 2024. The minutes are attached in **Appendix 5**.

4.4 The following responses were received:

##### Internal:

- 1) Carbon Management: No objection, subject to conditions.
- 2) Pollution: No objection, subject to conditions.
- 3) Trees: No objection, subject to conditions.
- 4) Transportation: No objection, subject to conditions/contributions
- 5) LBH Design: No objection, subject to conditions.
- 6) LBH Waste: No objection, subject to conditions.
- 7) LBH Building Control: Details satisfactory, subject to formal approval.
- 8) LBH Flood & Water Management: No objection.

##### External:

- 9) Thames Water: No objection, subject to conditions.
- 10) Secure by Design / Met Police: No objection, subject to condition.
- 11) Environment Agency: No objection, subject to condition.
- 12) London Underground/DLR: No objection, subject to condition.
- 13) Health and Safety Executive: Site does not fall under the remit of fire safety gateway 1.

#### **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 1,123 Neighbouring properties
- 9 site notices were erected at/close to the site

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

No of individual responses:

Supporting: 4

Objecting: 7

Total Comments: 11

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- Overdevelopment/High Density/Structures are too high
- Out of character
- Additional parking required/increase in traffic
- Loss of open space
- New open spaces unsafe
- Loss of light to neighbouring properties
- Loss of privacy to neighbouring properties
- Increased stress on local services
- Poor location for affordable housing, poor quality of proposed housing
- Noise and disturbance
- Impact of construction

5.4 The following issues raised are not material planning considerations:

- Funds should be spent on existing housing.  
(**Officer Comment:** This is not a matter that can be considered as part of the assessment of this planning application.)

## 6 MATERIAL PLANNING CONSIDERATIONS

### Statutory Framework

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

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

1. Principle of the development
1. Design and impact on the character and appearance of the surrounding area, including heritage
2. The impact on the amenity of neighbouring occupiers
3. Landscape and Biodiversity
4. Housing Mix, Tenure and Quality of Accommodation
5. Parking and highway safety/ waste recycling and servicing

- 6. Sustainability, Energy and Climate Change
- 7. Crime Prevention
- 8. Flood Risk & Drainage
- 9. Water Efficiency
- 10. Air quality
- 11. Land contamination
- 12. Trees

## **Principle of the development**

### National Policy

- 6.1.3 The National Planning Policy Framework (NPPF) (last published in 2024, last updated 7 February 2025) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.
- 6.1.4 Paragraph 73 notes that 'small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should... support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'

### Development Plan

- 6.2.1 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan comprises the Strategic Policies Development Plan Document (hereafter referred to as the Local Plan), Development Management Development Plan Document (hereafter referred to as DM DPD) and the London Plan (2021).

### London Plan

- 6.3.1 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 (LPGs) that provide further guidance.
- 6.3.2 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.
- 6.3.3 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

- 6.3.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.5 London Plan Policy D6 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.
- 6.3.6 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

#### Local Policy

- 6.4.1 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.
- 6.4.2 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. A revised timeframe for the New Local Plan is being set, with further consultation expected to take place from summer 2025 to spring 2026.
- 6.4.3 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.4.4 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).
- 6.4.5 The 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.
- 6.4.6 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.4.7 Policy DM13 of the DM DPD makes clear that the Council will seek to maximise affordable housing delivery on sites.

- 6.4.8 Policy DM20‘Open Space and Green Grid’ of the DM DPD states that development that protects and enhances Haringey’s open spaces will be supported. The policy continues, stating that the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, it would secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.
- 6.4.9 In summary, the Mayor of London and the Borough are keen to bring forward development which delivers high-quality affordable housing, optimise the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

### **Land Use Principles**

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

- 6.5.1 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 demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 6.5.2 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).

#### **Loss of Open Space and Provision of New Homes**

- 6.5.3 This proposal would provide 100% of the proposed housing as accommodation for social-rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 66 social rent homes of a high quality of accommodation.
- 6.5.4 The existing surrounding area already includes housing consisting of a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.
- 6.5.5 The existing site is located in an established and accessible residential area, and comprises an informal open space, with mature and semi-mature trees and planting. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need.

- 6.5.6 Despite being a green space, the site is not well used other than for passage to the adjoining Sir Frederick Messer Estate. The space is poorly defined, not particularly well used, with no active frontages or attractions and the adjoining roads are heavily trafficked. Consequently, whilst the existing greenery does have aesthetic and environmental value, the site feels unwelcoming and has attracted significant levels of anti-social behaviour.
- 6.5.7 The proposed redevelopment of this site will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. This also aligns with the thrust of the London Plan which identifies a pressing need for more homes generally with a particular emphasis on including affordable homes.
- 6.5.8 The application proposes the use, reconfiguration and development of poorly defined, unattractive and not especially well used green space. The proposal would result in an open space reduction of 0.168 hectares from the existing 0.616 hectares; a reduction of approximately 27%. Whilst the proposal would result in the net-loss of open space, given the poor nature and usability of the existing space, officers consider that a new housing development, which would include well-designed green spaces (which retains 73% of the existing open space) including a new communal 'courtyard garden' and a net increase in trees; providing a high quality, usable, accessible environment, with UGF and BNG targets met and exceeded, and which would not be detrimental to any environmental function performed by the existing open space to be acceptable. As such, proposal is considered to be in accordance with DM DPD policy DM20.
- 6.5.9 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area.
- 6.5.10 As such, the principle of developing the green space with new affordable living accommodation is considered acceptable subject to all other material considerations. The land adjacent to Seven Sisters Road and St Ann's Road is within an urban location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

### **Housing Mix, Tenure and Quality of Accommodation**

- 6.6.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.6.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

- 6.6.3 Local Plan Policy SP2 and Policy DM11 of the DM DPD adopt a similar approach.
- 6.6.4 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.6.5 The proposed development will provide 66 units (including 7 wheelchair accessible homes) as 100% social rent homes with associated facilities. Family units would form 40% of the units. All homes would be dual-aspect, with some being triple aspect.
- 13 x 1 bedroom unit (20%)
  - 28 x 2 bedroom units (40%)
  - 25 x 3 bedroom unit (40%)
  - Total = 66 units (100%)
- 6.6.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock, and ensure the effective use of public assets and funding.
- 6.6.7 This location has very good Public Transport Accessibility (PTAL of 3-5, with 4 being at the centre of the site) and is a short walk from Seven Sisters Underground and Overground station, and the Seven Sisters and West Green Road designated District Centre. As such, officers consider the location is suitable for a greater proportion of smaller homes. It is also surrounded by a mix mid-20<sup>th</sup> century housing as part of the Sir Frederick Messer Housing Estate as well as early 19<sup>th</sup> century housing on Seven Sisters Road. This is a mix of family sizes and non-family housing. Officers consider that that proposed mix would contribute to an appropriate balance of housing sizes in this specific location.

#### Quality of Accommodation

- 6.6.8 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.6.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

#### Indoor and outdoor amenity and play space/accommodation standards



6.6.10 All accommodation units are designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type.
- Private amenity space in line with GLA requirements.
- Bedroom areas meeting NDSS requirements.
- General internal storage provision meeting GLA/NDSS requirements.
- 2nd living/dining areas for 3-bed units.

6.6.11 All dwellings would achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. All units would be dual aspect. Private external amenity space is provided to each home in the form of a balcony, or a private garden to the ground floor homes. In addition, generous communal amenity space is provided containing areas ranging from an equipped children's play space, seating areas amongst ornamental landscaping, car parking for residents with disabilities, and servicing access for refuse collection and maintenance.

6.6.12 The number of units per core range from 4-8; this is in accordance with the Mayor's Housing Design Standards, London Plan Guidance (LPG) June 2023. All dwellings would have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are well laid out to provide useable living spaces and sufficient internal storage space.

6.6.13 Based on the GLA Population Yield Calculations, using the most recent accommodation schedule from the applicant, the total required play area for children aged 0-4 and 5-11 on site is 575 m<sup>2</sup>.

6.6.14 Additionally, the applicant will provide the necessary doorstep play space for the youngest age group. Additionally, several playgrounds are located nearby within the wider estate and Paignton Road Open Space, offering further play opportunities for all age groups. Required play area for age groups

- 0-4 yrs: 319 m<sup>2</sup>
- 5-11 yrs: 256m<sup>2</sup>
- 12-15 yrs: 141 m<sup>2</sup>
- 16-17 yrs: 74 m<sup>2</sup>

#### Daylight/ Sunlight

6.6.15 Daylight and sunlight studies have been undertaken. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance.

6.6.16 Two hundred and thirty six habitable rooms are proposed across 66 dwellings within the proposed development, these consist of 40 Living/Kitchen/Dining Rooms (LKDs), 26 Kitchen/Dining rooms (KDs), 26 living rooms, and 144 bedrooms. Assessments were made of the 'daylight factor' for measure of daylight. The impacts associated with shading from surrounding vegetation and foliage has also been considered as part of the

assessment. Daylight has been assessed both in winter, when the surrounding deciduous trees are bare, and in summer, when the surrounding deciduous trees are in full leaf.

- 6.6.17 Regarding winter daylight, the proposed development achieves a daylight factor pass rate of 80%. Additionally, at least one habitable room within each dwelling exceeds the daylight criteria in the winter.
- 6.6.18 In the summer, the proposed development achieves a daylight factor pass rate of 70%. Regarding sunlight, 51 out of 66 of the proposed dwellings meet the minimum requirement of 1.5 hours of sunlight on March 21 in at least one habitable room. The 15 dwellings that fall short of the sunlight target all have windows within 90° of due north. The BRE guidelines acknowledges that windows within 90° of due north are unlikely to meet the sunlight target. The windows within the 15 dwellings that face southeast and southwest are shaded by the external walkway.
- 6.6.19 The study concludes that whilst those properties mentioned above do not meet the BRE recommendations, the results are not unusual in the context of an urban location. Overall, the assessment identifies that where proposed rooms do not meet the daylight and sunlight targets, this is due to designed-in mitigation measures that provide substantial benefits across other disciplines. The shading structures are critical to preventing overheating and the retention of local vegetation will lead to major environmental and wellbeing related benefits. It is also important to note that daylight is most valued in the winter and 80% of rooms meet the daylight target for this season. The study concludes that the proposed development receives an acceptable amount of daylight and sunlight.
- 6.6.20 As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, reasonably close to the full BRE Guide recommendations, is convincingly predicted to be achieved.
- 6.6.21 In considering the above report against all other material planning consideration, officers consider that, on balance, against the wider social benefits of the proposal, the urban context and given the relatively high level of compliance with BRE recommendation, the application is, acceptable, providing a high standard of well-designed and much needed housing and associated amenities

## **Design and Impact on the Character and Appearance of the Surrounding Area**

### **National Policy**

- 6.7.1 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.

- 6.7.2 It 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.

#### London Plan

- 6.7.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 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 has taken place here).
- 6.7.4 Policy D6 concerns housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases, due to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

#### Local Policy

- 6.7.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.7.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and to contribute to the distinctive character and amenity of the local area.
- 6.7.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for social-rent housing having regard to its location close to Seven Sisters Underground and Overground railway, and the walking distance to shops and services on Tottenham High Road. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, in particular, the site's position between the high and medium-rise flats of the Sir Frederick Messer Estate and the more modest proportions of Seven Sisters Road and St Ann's Road, two major arterial roads, running south-west to north-east and south-east to north west respectively

#### Use, Form & Development Pattern

- 6.7.8 The Council's Design Officer has been consulted and notes that the proposed built form positively addresses the corner of St Ann's and Seven Sisters Road and creates a new frontage onto both roads; going some way to 'repair' the urban grain of the area where demolition occurred in between the 1950-70s.
- 6.7.9 Officers note that the proposal does not follow the established building line along Seven Sisters Road, which would normally be the best practice, urban design response. However, officers acknowledge that this proposed layout allows for the retention of all of

the mature trees along this part of Seven Sisters Road. Officers agree, that whilst the proposal does not follow the established building line, the retention of the existing mature trees is highly desirable and as such this design position is supported.

#### Height, Bulk & Massing

- 6.7.10 Local Plan Policy SP11 and Policy DM6 of the DM DPD defines 'tall' buildings as those 'which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over. Officers do not consider that the proposed development with a height of 6 storeys at the corner of St Ann's Road and Seven Sisters Road, constitutes a 'tall building' for the purpose of the assessment under Haringey's Local Plan Policy. Notwithstanding this, the definition of a tall building in London Plan Policy D9 is set at 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey of which the proposed development exceeds. As such, the proposed development requires assessment under London Plan policy D9.
- 6.7.11 Policy DM6 of the DM DPD requires building heights to be of an appropriate scale which responds positively to the site's surroundings, local context and be of a high standard of design. In addition, policy DM1 of the DM DPD requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The proposed height is six-storeys across both blocks. The proposal is significantly lower than other structures within the wider estate, including the high-rise (17 storey) blocks Oatfield House and Latimer House, whilst a number of other structures range between 3 to 4 storeys.
- 6.7.12 The Design Officer considers the proposal 'a very modest and reasonable height and bulk proposition compared to increasing expectations to achieve higher density and more higher rise developments being received in planning applications. The Design Officer states, that this is 'widely considered a comfortable height for "mansion block" typology buildings to achieve a "gentle density" increase on prevailing two, three and four storey historic London Neighbourhoods'
- 6.7.13 With regard to the surroundings, officers recognise the existing neighbours include three-to-four storeys in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road, four, seven and 17 storey blocks in the existing housing estate, four and five storeys on the council's Kerswell Close housing development on the opposite side of the crossroads bridged by the railway, and two, three and six storeys in the councils' recently completed Rowan Court scheme behind the shops on the opposite side of Seven Sisters Road. It should also be noted that taller developments have also been completed or are under construction in in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and recent 20+ storey development such as Apex Gardens at the corner of Seven Sisters Road and Tottenham High Road.
- 6.7.14 As such, the Design Officer considers the proposals 'a more modest height increase over the prevalent three and four storey height of most of the surrounding context and well below the tallest....buildings within the existing estate'.
- 6.7.15 The Officer states that the height proposed is accompanied by 'slender block widths necessitated by the desire to provide dual aspect, deck access, flats, to produce buildings of slender proportions, and therefore elegant flank end elevations, despite their

containing only a few windows, and therefore larger expanses of brickwork, although never completely blank elevations’.

- 6.7.16 As such, given the mixed height of the surrounding context and the relatively modest heights of 6 storeys, officers considered the proposed heights acceptable.

#### Open Spaces and Permeability

- 6.7.17 The existing green space which is enclosed by highway on two sides and a car park on the other, do not offer attractive or usable space for either neighbouring residents or the wider community. The redevelopment of the site offers the opportunity to address this.

- 6.7.18 The proposed building footprint creates additional active frontages and defined edges to the existing green space. The application created a new communal ‘courtyard garden’ which will be an enhancement of the existing public realm for new and existing residents adjacent to the site, as well as the wider public. The courtyard is envisioned as ‘a social hub, offering a range of pocket spaces designed for play, relaxation, and interaction’. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high, clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout is shaped by key pedestrian desire lines, ‘creating a natural flow that encourages exploration and movement’.

- 6.7.19 A new pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate is a key feature of a wider strategy, underpinning the desire to improve permeability, legibility and pedestrian connections. This new avenue will be tree-lined adding an attractive and functional route through the site. This new ‘central spine’ route will improve the estate’s overall accessibility by offering a clear, direct path through the area. The link forms part of a ‘Estate Masterplan Concept’ which seeks to establish a new, accessible and direct pedestrian link between Bournes House and the Paignton Road Open Space, providing better access to green areas and playgrounds for residents and the wider general public.

- 6.7.20 Officers support the applicant’s approach to integrating the existing and improved spaces as part of a wider vision to improve connectivity with the existing Sire Frederick Messer Estate as well as improving the attractiveness, usability and biodiversity of these spaces (see landscaping).

- 6.7.21 The proposed development significantly improves the surroundings of the existing housing backing onto the site, which currently have back garden gates onto the proposed car parking area. The character will change from a significant amount of underutilised, and ill-defined landscaping, to a more urban character, greater natural surveillance with significant buffering from traffic noise generated by the significant surrounding highways at St Ann’s Road and Seven Sisters Road.

#### Elevation Treatment; Fenestration Materials & Details

- 6.7.22 The proposed materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey generally. Officers consider the chosen brick appropriate, adding to the softer, domestic appearance of the proposal. The two differing, coloured bricks (red-tones to the street facing facades and a lighter

off-white brick to the inner faces), would break up any apparent mass of the building whilst allowing a greater sense of light within shaded areas such as balconies and walkways. Regular fenestration of large, horizontally proportioned windows also references the local context, in particular the post war character of the wider estate.

- 6.7.23 In conclusion, officers consider the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed accommodation, whilst having regard to the varied architecture within the surrounding townscape.
- 6.7.24 From an urban design perspective, the existing green space whilst containing some attractive planting is of poor quality and underutilised. The proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater legibility and attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents.
- 6.7.25 The proposed residential accommodation is considered to be of excellent quality by Officers, meeting local and borough wide housing need, especially for affordable new Council housing, It is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings.
- 6.7.26 As such, officers consider the proposal in accordance with the above policies.
- 6.7.27 The Quality Review Panel assessed the scheme at pre-application stage on two occasions – in August 2021 and November 2023; followed by a final Chair's review in October 2024. The QRP concluded that they remained supportive of the principle of the development and key design moves that had been made.
- 6.7.28 In response to detailed comments by the Quality Review Panel's Chair made on October 2<sup>nd</sup>, 2024, the applicant has provided the following, based on the current proposal:

Panel Comment	Applicant Response
<b>Scheme layout</b>  It is positive that a second maisonette has been added, but the quality of accommodation in the maisonettes could be greatly improved if they were dual aspect at ground floor level. As well as the benefits of light, ventilation and views from two sides, this would allow them to have front doors off the courtyard like the other homes, rather than isolated access on the St Ann's road side.	Following an earlier QRP review, active frontage was maximised to St Ann's Road which was met with approval, however a requirement for servicing in specific parts of the scheme remains, resulting in insufficient space to create dual aspect maisonettes while providing sufficient ground floor space for services and plant.

The panel recognises the challenges of achieving the spatial requirements and carry distances for bins, bicycles and plant. However, the ground floor layout of the ancillary spaces has been designed to meet regulations rather than to maximise liveability.

The layout should be reconfigured, rationalising the servicing and providing higher quality maisonettes at the same time. This may require the maisonettes to be narrower, but would create active frontages, dual aspect homes, and less complex ancillary spaces. The panel encourages local authority building control officers to be open to negotiation on the servicing layout in order to achieve these benefits.

The flats on the northern corner of the scheme at the upper levels have sharply angled living rooms that will be difficult to furnish, and the triangular spaces are not very usable.

These layouts would be improved if the gap between the two blocks were slightly narrowed by moving the 'L'-shaped block westward away from the roads to relieve the acute angle and create better quality

Due to the requirement of the Building Safety Act, designers have additional duties to ensure that designs are compliant with the requirement of Building Regulations and the allocation of servicing to one wing of the L-shaped block ties in with Building Regulations requirements. All options were explored but the final design had to balance the practicalities of use with other legislative requirements.

Building Control standards have increased in the last few years, with further practical and safety requirements which would prevent such a change while complying with the standards set out in legislation.

Additional space (7.7m<sup>2</sup> above national minimum space standard) and generous window provision to these homes would ensure functionality and sense of spaciousness. This will ensure the living rooms have the space to be very usable.

The travel distances on the L-shaped block are at maximum permissible lengths and this change increasing the building length, therefore narrowing the gap between the two

spaces.	blocks, would be non-compliant with building control legislation.
<p><b>Landscape and amenity space</b></p> <p>The panel is concerned about the privacy and security of the ground floor homes on the St Ann's Road and Seven Sisters Road sides of the site. While the landscape mounds will help to provide privacy for these residents, this area is currently open for anyone to walk into the wooded area directly outside their homes. Residents may feel vulnerable, especially after dark, which could lead to them putting up their own privacy screens.</p> <p>The planting, topography and boundary treatments should be explored together to provide better defensible space and security at ground floor level.</p> <p>The project team should consider continuing the existing fence around the site perimeter along the footpath into the development between the two blocks, to discourage people from walking into the wooded area.</p> <p>The panel recommends removing the indented terraces from the two one-bed flats on the ground floor. As these are northwest-facing, inset, and sit behind the landscaped mounds and trees, they will not receive adequate light. The private amenity provision for these homes should be rethought.</p>	<p>All homes will be provided with perimeter boundary fencing to mid-height to discourage access to the building edge. This will be supplemented with defensive planting to ensure sufficient privacy and security is built into the development to avoid the need for further privacy screens. Discussions with Secure by Design officers will ensure that safety and security measures are fully provided.</p> <p>This will be provided in the application to discharge the detailed landscape condition.</p> <p>This will be included within the submission to discharge the detailed landscape condition submission.</p> <p>The indented terraces were removed in the updated plans which were submitted during the application.</p>



The panel suggests providing additional private terraces for the ground floor homes on the courtyard side of both blocks. This will help to compensate for their more exposed position in the development.

There is space for private terraces underneath the deck access structures without obstructing the footpaths, and planters could be used to form soft boundaries between the public and private spaces. These terraces are likely to be well-used as they will benefit from being south-facing, less public and more protected from St Ann's Road and Seven Sisters Road than the terraces on the northeastern and northwestern façades.

The panel asks that the Blue Badge parking layout is revised to retain as many existing trees as possible, or to replant new trees between the bays, to improve this part of the scheme which is dominated by hard landscaping.

The built-in planters on the upper floor walkways are an elegant solution for defensible space in front of these homes. The panel asks that this feature is embedded in the design to ensure that it will be delivered.

Additional defined private amenity could be provided as part of a detailed landscape condition to the wing with dual aspect homes. This would be a challenge for the linear block, however, due to the proximity with Bushey Road and to maintain consistency was not included but can be explored via the landscaping condition.

As mentioned above, this would be a challenge for the linear block due to the proximity with Bushey Road but additional defined private amenity space, can be considered as part of the landscaping condition.

This has been tested but the alternative location would be more central within the scheme and block the route to Seven Sisters Road, which would not be acceptable and lower the overall quality of the scheme.

This is integrated into detailed design and will form part of the submission for the discharge of the materials and detailed design condition.

<p>Further detail on the planter design is also required. The height should be low enough to not interfere with opening windows. The project team should consider providing the first residents with a starter pack to ensure that the planters will be well-used and maintained.</p> <p>The panel also thinks that more could be done to encourage residents to occupy and take ownership of the walkway spaces, curating the space outside their homes and promoting neighbourliness. The width, for example, should allow for a chair or a bicycle without blocking fire escape routes.</p>	<p>Agreed, and as mentioned above, this will form part of the submission to discharge the materials and detailed design condition.</p> <p>Agreed, the decks have now been provided with additional width and integrated planters for each home, to encourage this.</p>
<p><b>Architecture, materials and quality</b></p> <p>The panel is supportive of the clean architectural approach but cautions that high-quality materials and well-resolved details are essential to prevent the simple aesthetic from appearing mediocre.</p> <p>The elevations of the building gable ends would benefit from further work. The use of white brick has a clear contrasting function on the internal courtyard façades, but the rationale is less clear when partially applied here.</p> <p>The panel recommends bringing more greenery into the elevations throughout the proposal to relieve the monotony of the brick. The gable ends are good opportunities</p>	<p>Agreed, and this will be included within the submission to discharge the materials and detailed design condition.</p> <p>The QRP stated that they were not convinced with the white brick panel here and this was subsequently removed. Beyond that, the recommendation was for climbing planting which will be included in the landscaping condition. Overall, the design language was supported.</p> <p>Agreed, this will be provided as part of a detailed landscape condition.</p>

<p>for vertical planting. This does not need to be an expensive green wall system, it could simply be climbing plants from shallow planters in the ground, as frequently found for example in Amsterdam.</p> <p>Metal mesh could be an interesting solution for the soffit treatment. The panel suggests further thought on the upstand detail, the setting out of any visible fixings, and how the concrete columns are navigated – whether the soffits are cut around them, or whether a lintel is required.</p> <p>The panel understand that the balustrades of the walkways must be imperforate for fire safety reasons. The current design is one acceptable solution. However, the panel suggests exploring alternatives, considering an angular or waved profile to create interest and a sense of lightness, while bearing ease of cleaning in mind.</p> <p>The project team should ensure that sufficient budget is set aside and safeguarded for the brick specification. The quality of the product used will have a significant impact on the scheme's appearance and should increase its longevity.</p> <p>The white-tinted mortar treatment for the white brick external walls is a positive feature. The panel is reassured to hear that full scale sample panels (including this detail) will be constructed as part of the planning sign-off process.</p>	<p>This is integrated into detailed design and will form part of a materials condition submission.</p> <p>Open to exploring this with officers as part of the submission to discharge the materials and detailed design condition.</p> <p>This has been noted by the Housing Delivery Team and was considered at the design stage to ensure the right brick would be achieved. This will be secured as part of the materials and detailed design condition.</p> <p>Agree that this will form part of all the material and detailed design condition submissions, including requiring that full scale sample panels (including this detail) will be constructed and reviewed on site, as part of the planning sign-off process</p>
<p><b>Other Issues</b></p>	

<p>The panel suggests that the local authority also conditions other key details, such as the window reveals, metal mesh soffits and important junctions, to secure quality through to delivery. It is particularly important to safeguard the materials and detailing of the soffits through the value engineering process, as these will be seen by residents every day.</p>	<p>Agreed and accept that this will be secured via the materials and detailed design condition.</p>
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6.7.29 Officers consider that 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 and acceptable extent.

### **Impact on the amenity of neighbouring occupiers**

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

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

6.7.32 The proposal encompasses two separate blocks located on the outer boundaries of the site facing Seven Sisters Road (the opposing side of which is commercial at ground floor level) and St Ann's Road. The opposing side of the latter is an inaccessible and heavily planted Site of Importance of Nature Conservation (SINC) land which abuts the London Overground Line which passes just north of the site.

6.7.33 The proposal has the potential to impact on the amenity of occupiers in Henrietta House, Oatfield House, the Woodberry Tavern and 509-529 Seven Sisters Road.

6.7.34 The most potential for adverse impacts is on the amenity of residential properties along Seven Sisters Road where the bulk of the massing of the proposed development is located. Whilst the proposed blocks, at six storeys, are larger than the opposing, existing three storey commercial parade (with residential units on the upper two floors), the blocks of the proposed development would be significantly set-back from the street, behind the existing mature 'tree belt', much of which will be retained. Furthermore, the

proposed buildings would be set back from the historic building line. The commercial units on the west side of Seven Sisters Road were originally reflected on the east side historically, creating a traditional street. As such the new proposal 'repairs' some of the lost urban grain and restores a degree of visibility between opposing sides of the street.

- 6.7.35 Also located on Seven Sisters Road is the Woodberry Tavern. The Tavern sits south of proposed block 2, and forms part of the historic building line of Seven Sisters Road. Given that the flank wall of the existing Woodberry Tavern, facing the proposal, is blank and given the significant separation between the two structures, there is no significant impact in terms of loss of daylight/sunlight, overlooking or loss of privacy. The green space between the structures would also retain much of the existing planting which includes mature trees.
- 6.7.36 The proposal would define and enclose the existing green space to the north-west and north-east with the existing four storey 'Henrietta House' facing the a new 'courtyard garden' space to the south-east. Whilst two storeys shorter than the proposed blocks, Henrietta House sits within an estate of mixed heights and massing, with some blocks rising to seventeen stories. The addition of two new blocks on opposing sides of the new 'courtyard garden' would not have a significant, detrimental impact on Henrietta House in terms of overlooking, loss of light or privacy, although officers recognise that the area will be more urban in character compared to the open green space as existing. The proposed layout resembles the 'square' on the opposite side of Henrietta House, with much the same level of visibility between properties. A level of visibility is to be expected in an urban context and the new proposal is not considered to introduce a significant departure from the existing urban grain.
- 6.7.37 The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy, and level of sunlight/daylight enjoyed by existing residents will not be materially affected.
- 6.7.38 A sunlight/daylight assessment has been carried out which demonstrates that adjoining properties bounding the site will not be unduly affected by the proposed development in this regard. The analysis indicates that the design achieves an overall high level of compliance with the BRE recommendations.
- 6.7.39 The aim of the assessment is to assess the impact of the development on the light receivable by the neighbouring properties Oatfield House, Henrietta House, the Woodberry Tavern and 509-527 Seven Sisters Road.

#### Vertical Sky Component (VSC)

- 6.7.40 Regarding daylight impact to neighbouring properties, Henrietta House would achieve a VSC pass rate of 56%, which was improved to 89% in the no-balcony baseline. The daylight distribution analysis demonstrates 76% across the rooms at Henrietta House. Of the impacted rooms, only five rooms are habitable, consisting of four Kitchen Dinners and four bedrooms, all of which the BRE guidelines state can be given a lower daylight priority than living rooms. Oatfield House achieves a VSC pass rate of 85%, which was improved to 97% under the no-balcony baseline. The daylight distribution analysis demonstrates 89% across the rooms at Oatfield House. Of the 13 impacted rooms, ten rooms are considered habitable, consisting of three bedrooms, two living rooms, three

kitchens, and two unknown habitable rooms. Six rooms, including the living rooms, may experience a minor adverse impact, characterised by a daylight distribution loss of 20-20.99%.

- 6.7.41 No residential habitable rooms within 509-529 Seven Sisters Road experience an impacted VSC with the proposed development in place. One bedroom within 521 Seven Sisters Road has an impacted no-skyline, although the room only experiences a minor adverse impact on daylight.
- 6.7.42 The results of the daylight assessments at the Woodberry Tavern demonstrate all assessed rooms achieve the VSC and daylight distribution targets set by the BRE guidelines.
- 6.7.43 The neighbouring properties assessment found various degrees of impact by the proposed development, inclusive of their existing balconies. The BRE guidance recommends testing the impact on neighbouring properties with and without their existing balconies to understand the baseline daylight issues at these properties without the proposed development in place. Once these balconies are removed, the neighbouring properties experience a higher VSC pass rate. Thus, the inherent design of Henrietta House and Oatfield House contributes to the impact on daylight assessed with the proposed development in place. Furthermore, no living rooms are impacted within Henrietta House nor 509-529 Seven Sisters Road and the majority of rooms that are impacted within Oatfield House would only experience a minor adverse impact.
- 6.7.44 Therefore, the results of this study demonstrate that impact on the daylight enjoyed by neighbouring properties is deemed acceptable.
- 6.7.45 Regarding sunlight impact to neighbouring properties, all assessed windows across Henrietta House, Oatfield House, and the Woodberry Tavern achieve the Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH) targets set out by the BRE guidelines. The three windows within 509-529 Seven Sisters Road that experience a loss of APSH and WPSH adjoin the commercial space on the ground floor; thus, have no impact in terms of residential amenity, therefore, the proposed development meets the BRE guidelines regarding APSH and WPSH.
- 6.7.46 On balance, officers considered that the adjoining properties neighbouring the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties which is in accordance with the above policies.

### **Landscaping & Biodiversity**

- 6.7.47 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to 'promote the creation of new areas of publicly accessible open space' as well as 'enhance open spaces to provide a wider range of benefits for Londoners'. London Plan Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.

- 6.7.48 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m<sup>2</sup> of play space per child provided.
- 6.7.49 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal Recreation.
- 6.7.50 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.7.51 The proposed redevelopment offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.7.52 The existing site, whilst bordered by mature and semi-mature trees (mainly lining Seven Sisters Road) has relatively poor quality green space, formed of unused and poorly maintained spaces which have no clear sense of ownership. The proposed development offers an opportunity to provide a sustainable environment for a well-designed public realm as well as strengthen and rationalise local legibility and pedestrian links to the existing housing estate.
- 6.7.53 A number of key objectives have guided the landscaping strategy including:
- Well-designed Green / Blue Infrastructure
  - A distinctive sense of place
  - A haven for living and for life
  - A climate positive environment
  - A pedestrian priority environment
  - Support local biodiversity
- 6.7.54 The proposed landscaping includes new private and shared amenity spaces with a 'courtyard garden' to the rear of the development and enhancement of the existing 'woodland edge' areas across the frontage facing Seven Sisters Road.
- 6.7.55 The communal 'courtyard garden' will be an enhancement of the existing public realm, for new and existing residents adjacent to the site, as well as to the wider public. The courtyard is envisioned as 'a social hub, offering a range of pocket spaces designed for play, relaxation, and interaction'. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout is shaped by key pedestrian desire lines, creating a natural flow that encourages exploration and movement.
- 6.7.56 A new pedestrian link, running between the two proposed blocks, connecting Seven Sisters Road with the Sir Frederick Messer Estate is a key feature of the strategy,

underpinning the desire to improve permeability, legibility and pedestrian connections. This new avenue will be tree-lined adding an attractive and functional route through the site.

- 6.7.57 Designated buffer zones are to be located around the building frontages, adding privacy to the ground floor units. Planting would provide a soft, natural edge around the buildings, enhancing the landscape while maintaining a clear boundary between private and public spaces.
- 6.7.58 The public realm will also be enhanced at the corner of Seven Sisters Road, the primary entrance and arrival point to the development. This will be a small 'plaza' space, predominantly hard-paved area with softer, landscaped edges.
- 6.7.59 Play areas have also been included as part of the proposed landscape strategy. Based on the GLA Population Yield Calculations, using the most recent accommodation schedule, the total required play area to be provided for children aged 0-4 and 5-11 on site is 574.8 m<sup>2</sup>. Given the size of the site, and the desire to retain as many trees as practicable, the required doorstep play area (319.2 m<sup>2</sup>) for the youngest age group is provided within the site boundary. However, additional play space for children aged 5 and above would be available within the wider estate, where several playgrounds are already in place.
- 6.7.60 A bat survey was submitted as part of the ecology report. A range of native trees, hedges, buffer and ornamental plants are proposed as well as 'ecological enhancements' including bird and bat boxes and habitats for birds and insects. In order to achieve a minimum of 10% biodiversity net gain, estate-wide interventions are proposed including identified areas for tree planting and upgrades to the existing grassland areas, currently of poor quality, to create more attractive and sustainable green spaces.
- 6.7.61 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. This includes hard landscaped areas paved in porous concrete setts which will capture surface drainage as part of the sustainable drainage proposals.
- 6.7.62 Sustainable Drainage System (SuDS) attenuation will be provided within a geocellular tank located underneath the proposed landscape and access parking area. These areas will be constructed using permeable paving materials which will discharge to the attenuation tank.
- 6.7.63 Officers consider the proposed landscaping to be of a high quality and sensitive design, that complements the proposed homes, whilst also seeking to connect the proposal and its green spaces with the wider Sir Frederick Messer Estate, recognising the positive impact of the green space of the future occupiers of the site as well as existing residents. Further details relating to trees are outlined below.
- 6.7.64 Conditions will ensure that the proposed landscaping is successfully implemented. Also, a condition will ensure that 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.

#### The Urban Greening Factor (UGF)

- 6.7.65 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.74, which exceeds the London Plan target score of 0.4 for residential developments.
- 6.7.66 The proposed development presents a comprehensive landscaping scheme to cater for the needs of the residents, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, new surfacing, seating and play spaces as part of the treatment of the site.
- 6.7.67 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard

#### Biodiversity Net Gain

- 6.7.68 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.7.69 SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.7.70 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.7.71 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.7.72 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.7.73 The proposal includes green roofs, a sustainable urban drainage system, additional tree planting and landscaping which results in a 11.20% net gain of area-based habitat units. This is above of the mandatory 10% net gain required.

#### Accessible Housing

- 6.7.74 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities, 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 may have future accessibility needs. Local Plan Policy SP2 is consistent with this, as is DPD Policy DM2, which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.7.75 All proposed homes are designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type.
- Private amenity space in line with GLA requirements.
- Bedroom areas meeting NDSS requirements.
- General internal storage provision meeting GLA/NDSS requirements.
- 2nd living/dining areas for 3-bed units.
- 2.5m ceiling heights.

6.7.76 In addition, the accommodation meets further requirements of the Haringey affordable housing programme including provision of showers to the 2nd WC in 3 bedroom apartments

Part M4(3) standards for 'wheelchair accessible' apartments

6.7.77 Seven apartments are designed to meet Part M4(3) standards for 'wheelchair accessible' apartments. These meet stringent standards and activity spaces required under the standard. All M4(3) apartments are either at ground level or are accessed via a core with two lifts with secondary power supply, in line with GLA requirements.

6.7.78 The accessible apartments are located as follows:

- Block 1: The ground floor provides accommodation for 1 x 2-bed and 2 x 1-bed wheelchair user M4(3) apartments. First floor plan includes 1 x 2-bed M4(3) wheelchair user apartment
- Block 2: The ground floor accommodates 2 x 1-bed M4(3) wheelchair user dwellings, 1 x 2-bed M4(3) wheelchair user dwellings

6.7.79 The designs have been reviewed by LB Haringey's Occupational Health Specialist to ensure they meet resident needs and Haringey's wheelchair homes standards.

Noise – future occupiers

6.7.80 The NPPF states, in paragraph 110 that new development should mitigate and reduce to a minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.

- 6.7.81 Nova Acoustics Ltd were instructed to provide acoustic criteria and advice for the planning and design of the scheme. The noise assessment was prepared in September 2024 based on measurements taken in July 2024.
- 6.7.82 The assessment concluded that the vibration dose across both day and night time are significantly below the low probability of adverse impact criteria. This indicates that vibration does not seem to be a cause of concern for future residents. However, additional consideration of potential vibration effects at foundation level may be required given the separation distance from London Underground trains. Typically, this would require the following additional surveys: In locations where shallow raft foundations are proposed, vibration monitoring at the proposed foundation depth should be undertaken once excavated. For areas where deep piles are proposed, a test pile should be installed and vibration monitoring undertaken directly on top of the pile. These are recommended to be secured by conditions as part of any planning permission.
- 6.7.83 In summary, the standards of accommodation and living conditions proposed are very high and there is a low probability of adverse impact from noise. For a scheme in this location with its site constraints, the proposal represents very good quality homes and living conditions which satisfy the above policies.

#### **Parking and highway safety/waste recycling and servicing**

- 6.7.84 Paragraph 110 of the NPPF states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.7.85 The London Plan (2021) Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. Policy T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for car parking spaces that are proposed.
- 6.7.86 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.7.87 DM32 of the DM DPD is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone

(CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

#### Access Arrangements

- 6.7.88 The proposals include a more direct unimpeded foot link directly west – west across the site from Seven Sisters Road through to the eastern side of the site (adjacent to Henrietta House). It is envisaged that this will be part of a more direct route to connect across to Paignton Road open space.
- 6.7.89 In terms of the public highway some alterations are proposed for the top end of Bushey Road, to facilitate refuse/recycling collection movements and also to rationalise the on street parking. Changes are also proposed for the public realm/footway at the top end of the site, and changes to footway connections to Seven Sisters Road footway.

#### Car Parking

- 6.7.90 At present there are 140 bays for estate residents (which includes 8 blue badge spaces), managed by Homes for Haringey (HfH). And within the 200m walk distance of the site, around 80 plus on street CPZ bays.
- 6.7.91 A Transport Assessment (TA) has been submitted to support this application. The parking stress survey is included within the TA, along with information on the quantities of public highway CPZ parking and onsite court parking managed by homes for Haringey.
- 6.7.92 It is noted that the parking stress survey was carried out during late 2021. Ideally a more recent survey would have been provided. It does mean there is some uncertainty on existing offsite parking conditions within the CPZ covered areas.
- 6.7.93 It is noted that the HfH parking within the parking courts is essentially full. The survey recorded 97% occupancy within the 140 off highway/estate bays, and varying levels of parking within the CPZ/public highway streets to the periphery of the site. Some streets recorded low levels of parking (Albert Road/St John's Road with 43% and 37 spaces available, Kerswell Close with 38%), others with higher levels (St. Anns Road 86%). Overall, the stresses recorded on the public highway/CPZ streets was averaged at 77%.
- 6.7.94 The TA predicates this development as a car free development with parking provided only for the 7 wheelchair/accessible homes. The trip generation mode shares have been amended from the TRICS search on this basis. This provision of 7 blue badge spaces means the development fully meets the London Plan requirement for the ability to provide a space for each wheelchair/accessible home. Five of these bays would be located at the top end of Bushey Road, the other two off St Anns Road at the north end of the development. It is considered that these are close to the wheelchair/accessible homes.
- 6.7.95 It is expected that there will be some car ownership and car parking demands arising from this development, given some of the occupiers may well be using a vehicle for their employment or businesses, or in relation to their family circumstances. The 2011 census recorded average car ownership per household at 0.52 vehicles. It is expected this will

have reduced in the 14 years since, and taking into account the permit free status, and a car club facility being provided, the demands may well be less than could be expected given the most recent car ownership information from the census.

- 6.7.96 There was some on street capacity recorded within the CPZ spaces on the public highway with 78 free spaces recorded, and the stresses averaged out at 77% in the 2021 survey. There may be additional on-street demand materialising from the 59 other homes, that could increase local pressures closer to 80 – 85% which is a level at which difficulties may arise. It would therefore be appropriate that funding is available for the parking team to investigate, consult on and implement appropriate parking changes within any affected streets to ensure a safe and free flowing arrangement and minimise nuisance parking. The applicant will therefore be required to make a contribution of £10,000 towards the implementation of traffic management measures in and around the site.

#### Car Free and Car Club

- 6.7.97 Given the above circumstances a 'car-free' development is proposed meaning only wheelchair accessible parking would be provided on site and that permits would not be allocated to occupiers of the new properties for on street parking. Due to the site's PTAL, with good connectivity to public transport), the site's location within a CPZ (St Ann's), and the on-site provision of accessible parking in line with London Plan (2021) standards along with the close proximity to local shops and services, the proposed development would qualify for a car-free status, in accordance with Policy DM32 of the Development Management DPD.
- 6.7.98 Accordingly, future occupiers would be restricted from receiving on-street resident parking permits, secured through agreement with the applicant. The applicant would also be required to advise all occupiers of the car-capped status of the proposed development.
- 6.7.99 It is recommended that a car club facility be provided for the occupiers of this development, to reduce potential car ownership and parking demands. The applicant will need to provide the written recommendations of the car club operator for this development, it is expected that this will be for memberships for each home and potentially a driving credit. The car club operator will comment as to whether a new vehicle will be required in the locality of the site and where the bay could be provided. This would be secured in an agreement with the applicant.

#### Cycle Parking

- 6.8.1 It is proposed to provide a total of 126 long-stay and 4 short-stay residential (visitor) cycle parking spaces, which is in line with the London Plan (2021) minimum residential cycle parking standards.

- 6.8.2 A ground floor cycle parking store is proposed for each of the two blocks; with 126 long stay cycle parking spaces being proposed in total. Also 4 short stay cycle parking spaces would be provided, to be located close to the blue badge car parking bays, at the end of Bushey Road. This overall meets the numerical requirements of the London Plan for long and short stay cycle parking. It is also noted that 12 existing external visitor cycle parking spaces are to be re-provided adjacent to St Anns Road.
- 6.8.3 For the long stay cycle parking, the TA details that there will be 102 two-tier spaces, 18 'Easy Access spaces' (14.4%) and 8 'Highly Accessible spaces' (6.6%). This would meet the London Plan requirements for oversize and accessible cycle spaces.
- 6.8.4 Full dimensional and layout details will need to be provided for review and approval, to demonstrate that the proposed cycle parking arrangements will be easy to use, attractive and encourage the uptake of cycling by residents and visitors. It will also need to be demonstrated that there is adherence to the London Cycle Design Standards as produced by TfL. This is for both the long stay and short stay cycle parking. This would satisfactorily be secured by way of condition.
- 6.8.5 As such, the proposal is considered to not result in an adverse impact on parking in the local area and would promote active travel.

#### Delivery and servicing/refuse and recycling collection arrangements

- 6.8.6 The TA predicts 17 delivery and servicing trips a day to this development. The TA predicates that the majority of delivery and service vehicles attending will be small vans, with all visiting delivery and service vehicles being smaller than a refuse collection truck. Delivery and service vehicles are envisaged to dwell on the double yellow lines at Bushey Road.
- 6.8.7 The applicant has located the bin stores on the ground floor of each block, with envisaged collection locations being close by off Bushey Road and off St Ann's Road, which is apparently where existing collections are made from.
- 6.8.8 Swept path plots have been provided for the arrival and departure manoeuvres for collection trucks picking up from the top end of Bushey Road. Though these appear very tight for space, with the swept path showing the vehicle will overhang the footway, LBH's Waste and Cleansing Team have reviewed and raise no objection, subject to further detail to be secured by way of condition.
- 6.8.9 A Delivery and Servicing Plan will be required for the proposed arrangements for this development. The applicant would also need to detail how collections and arrivals/departures will be managed with respect to any visiting/present delivery and service vehicles, and also for pedestrian safety for any footway users where the collection vehicle is manoeuvring and overhanging the footway. A condition would satisfactorily cover this matter.

#### Sustainable/active travel considerations

- 6.8.10 The applicant details that the public realm, both within the site and to the top corner at the St Ann's Road/Seven Sisters Road junction, will be improved with this development, and also that the development will deliver an improved direct east – west foot connection from Seven Sisters Road across the site to connect to the new blocks and the existing estate on the eastern side of the development site.
- 6.8.11 The TA includes a list of local facilities and services and the walk/cycle times to them, such as schools, surgeries, public transport facilities, places of worship, local food shops etc. It has been demonstrated that many essential facilities are close by in terms of walk and cycle times. There is no assessment of the key routes in terms of a walk/cycle survey along the lines of an ATZ assessment as the applicant references that TfL Thresholds at 80 units or higher.
- 6.8.12 Car club provision should be included with this development, particularly so given the zero car parking proposed (beyond blue badge provision). The applicant will need to provide the written recommendations of a car club operator in the Borough; this matter would be secured in agreement with the applicant.

#### Construction Logistics Plan

- 6.8.13 This development would be constructed adjacent to the junction of Seven Sisters Road and St Ann's Road, and to the existing residential estate. Therefore, a detailed Construction Logistics Plan (CLP) for the development will be required to be submitted (by way of condition) for review and approval. This document will need to outline the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements must minimise the impact on both the public highway, and neighbours will need to be involved. This shall include information on deliveries and collections being made outside of the peak AM and PM periods and school start/finish times. The applicant will need to liaise with the Highways Team (Network Management Officers) to arrive at the optimum arrangements for construction access and any temporary arrangements on the highway or parking courts within the estate and these details should inform the detailed CLP.
- 6.8.14 The applicant will need to cover the costs of officer time for oversight and monitoring the build out of the development, for Network Management and Highways officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and the smooth operation of the network is maintained. This must be secured by way of an agreement with the applicant.

#### Waste and recycling

- 6.8.15 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.8.16 Refuse storage for the block 1 would be provided on the ground floor in the north-eastern section of the building and collection would take place from St Ann's Road. Refuse storage for the block 2 will be provided on the ground floor in the middle section of the building and collection will take place from Bushey Road.

6.8.17 LBH's Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.

6.8.18 As such, the proposal is considered acceptable, in accordance with the above policies.

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

6.8.19 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.8.20 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.21 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

6.8.22 An energy statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy.

6.8.23 The development would achieve a site-wide reduction of 89% carbon dioxide emissions on site, with efficient building fabric, individual air-source heat pump, and a 78.8kWp solar PV system. This is supported in principle. Carbon Management do not raise any objections to the proposal subject to some refinement of the reduction calculations which can be dealt with via condition.

6.8.24 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing and incorporates air source heat pumps and PV Panels to maximise carbon savings.

6.8.25 Green roofs and sustainable drainage (SUDS) further contribute to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary ware contribute to energy efficiency in the new homes.

6.8.26 An Overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to



minimise the risk of overheating have been employed within the proposed development. The submitted overheating strategy has been assessed by LBH's Carbon Management officers, and is considered acceptable.

- 6.8.27 The overheating strategy is acceptable while further details in regard to the proposed external shading features, specification, types and location is required. Conditions have been added accordingly.
- 6.8.28 In summary, officers support the scheme based on its 89% carbon reductions on site. Further information can be satisfactorily secured by way of conditions. In the event that the construction on site does not achieve this, a carbon-offset contribution of £2,850 per tCO<sub>2</sub> would be required.
- 6.8.29 Subject to these, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.

### **Crime Prevention**

- 6.8.30 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy DM2 requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and to incorporate 'Secured by Design' and Safer Places principles. Policy DM2 of the DM DPD seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.8.31 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.
- 6.8.32 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on the proposed final design. They recommend planning condition(s) to secure accreditation prior to commencement of development. Subject to SBD measures being secured by the imposition of condition(s), Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.
- 6.8.33 Concerns have previously been raised regarding the proposed 'overhang' above the primary entrance on the corner of Seven Sisters and St Anns Road. This has been reduced by 18sqm and incorporates additional crime prevention measures such as CCTV, expansion of glazing to the lobby and cobbled street surfacing. Crime prevention officers have raised no concerns to the proposal.

### **Flood Risk and Drainage**

- 6.8.34 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.8.35 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping scheme. The strategy has been reviewed by

LBH's Flood & Water Management team which has stated that it is satisfied that the impacts of surface water will be addressed adequately.

6.8.36 As such, this is considered acceptable.

### **Water Efficiency**

6.8.37 A Sustainability Statement has been submitted with the application. Part G of the Building Regulations states that "reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water". Water efficient fittings and fixtures would be installed in the residential development with the aim of meeting the Building Regulations requirement of 125 litres/person/day for all new dwellings, with an aspiration of achieving 105 litres/person/day. It is proposed that a water meter on the mains water supply to each dwelling will be installed to allow the internal water use to be measured.

6.8.38 As such, the proposed development is considered acceptable in terms of its risk of flooding and water management arrangements.

### **Air Quality**

6.8.39 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that given the car free nature of the proposed development and the emission free energy strategy, the development is considered to be air quality neutral.

6.8.40 Officers acknowledge that concerns have been raised about construction works, the report concludes that with the successful implementation of recommended construction mitigation measures, it is considered that air quality impacts during the operational and construction phase of the proposed development will be insignificant.

6.8.41 The proposal is not considered an air quality risk or to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

### **Land Contamination**

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

6.8.43 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.8.44 Officers consulted the Council's Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable in respect to air quality and land contamination subject to conditions.

6.8.45 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

### **Trees**

6.8.46 Policy DM1 of the DM DPD states that the Council will expect development proposals to respond to trees on and close to the site.

6.8.47 There are a number of trees within the site, along St Ann's Road and Seven Sisters Road. 54 trees were surveyed and assessed to be in the following categories:

- 1 category A tree was highlighted (High quality)
- 39 trees were category B (moderate quality)
- 14 trees were category C (low quality)

6.8.48 22 trees are proposed for removal as follows:

- 15 category B trees (moderate quality)
- 7 category C trees (low quality)

6.8.49 There are no Tree Preservation Orders (TPOs) on the site.

6.8.50 The proposal has been developed to retain the most significant and high category trees and replace any trees proposed for removal with new tree planting on the site or within the wider Sir Frederick Messer Estate. As noted above, 22 trees are proposed for removal, whilst 52 trees are to be planted which is considered to adequately compensate for the loss of 22 trees on the site. The new trees are a range of species.

6.8.51 All retained trees will be protected in accordance with BS 5837:2012 specifications throughout the development. Provided standards are adhered to, there will be no adverse impact on the long-term potential on the retained trees.

6.8.52 LBH's Arboriculture Officer has been consulted and raises no objections subject to conditions. In conclusion, The proposal (with conditions) ensures the protection of the existing category A tree, the retention of over 60% of category B trees, whilst providing a net gain of 30 trees. Officers considered the net gain in tree planting within a more planned and considered landscape strategy to be positive for the development site and the wider estate. As such, subject to the imposition of conditions, the proposal is considered acceptable.

### **CONCLUSION**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was the approach here, to capitalise on the opportunities and location of the site, to bring forward council-rent living accommodation (Use Class C3) comprising 66

homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal provides a comprehensive hard and soft landscaping scheme.
- 52 new trees will be planted across the site and wider housing estate. A net gain of 30 trees.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 7 accessible car parking spaces for) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

## **7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

Based on the information given on the plans, the Mayoral CIL charge will be £436,706 (6,143 sqm x £71.09) and the Haringey CIL charge will be £361,761 (6,143 sqm x £58.89). 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. It is expected that the applicant will be eligible to claim social housing relief.

## **8.0 RECOMMENDATION**

GRANT PERMISSION subject to conditions in Appendix 1, and securing an agreement between the applicant and the LPA.

Applicant's drawing No.(s)

SFM form\_1\_cil\_additional\_information 250127,  
21014-Z-XXX-DR-AVA-AR-030000-Location Plan-002,  
21014-Z-XXX-DR-AVA-AR-030001-Existing Site Plan-002,  
21014-Z-XXX-DR-AVA-AR-030002-Proposed Site Plan-002,  
21014-Z-L00-DR-AVA-AR-031000-General Arrangement Plan - Level 00 - Ground Floor-002,  
21014-Z-L01-DR-AVA-AR-031001-General Arrangement Plan - Level 01 - First Floor-002,  
21014-Z-L02-DR-AVA-AR-031002-General Arrangement Plan - Level 02 - Second Floor-002,  
21014-Z-L03-DR-AVA-AR-031003-General Arrangement Plan - Level 03 - Third Floor-002,  
21014-Z-L04-DR-AVA-AR-031004-General Arrangement Plan - Level 04 - Fourth Floor-002,  
21014-Z-L05-DR-AVA-AR-031005-General Arrangement Plan - Level 05 - Fifth Floor-002,  
21014-Z-L06-DR-AVA-AR-031006-General Arrangement Plan - Level 06 - Roof-002,

21014-Z-ZZZ-DR-AVA-AR-030003-Existing Site Sections - Sheet 1-002,  
21014-Z-ZZZ-DR-AVA-AR-030004-Existing Site Sections - Sheet 2-002,  
21014-Z-ZZZ-DR-AVA-AR-030005-Existing Site Sections - Sheet 3-002,  
21014-Z-ZZZ-DR-AVA-AR-030006-Existing Site Sections - Sheet 4-002,  
21014-Z-ZZZ-DR-AVA-AR-030007-Existing Site Sections - Sheet 5-002,

21014-Z-ZZZ-DR-AVA-AR-032010-Proposed Site Sections - Sheet 1-002,  
21014-Z-ZZZ-DR-AVA-AR-032011-Proposed Site Sections - Sheet 2-002,  
21014-Z-ZZZ-DR-AVA-AR-032012-Proposed Site Sections - Sheet 3-002,  
21014-Z-ZZZ-DR-AVA-AR-032013-Proposed Site Sections - Sheet 4-002,  
21014-Z-ZZZ-DR-AVA-AR-032014-Proposed Site Sections - Sheet 5-002,

21014-BL01-XXX-DR-AVA-AR-033000-Block 01 North-West & South-East Elevations-002,  
21014-BL01-XXX-DR-AVA-AR-033001-Block 01 North-East & South-West Elevations-002,  
21014-BL01-ZZZ-DR-AVA-AR-032000-Block 01 Sections - Sheet 1 of 2-002,  
21014-BL01-ZZZ-DR-AVA-AR-032001-Block 01 Sections - Sheet 2 of 2-002,  
21014-BL02-XXX-DR-AVA-AR-033002-Block 02 North-East & South-West Elevations-002,  
21014-BL02-XXX-DR-AVA-AR-033003-Block 02 North-West & South-East Elevations-002,  
21014-BL02-ZZZ-DR-AVA-AR-032002-Block 02 Sections-002,,

5447-OOB-ZZ-00-D-L-000001-P08,  
5447-OOB-ZZ-00-D-L-000010-P05,  
5447-OOB-ZZ-00-D-L-000030-P04,  
5447-OOB-ZZ-00-D-L-000040-P04,  
5447-OOB-ZZ-00-D-L-000070-P02,

The\_Statutory\_Biodiversity\_Metric\_Calculation\_Tool-SFME BNG v3

- Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024)
- Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024)
- Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024)
- Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024)
- Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024)

## **APPENDIX 1 PLANNING CONDITIONS AND INFORMATIVES**

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

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

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

SFM form\_1\_cil\_additional\_information 250127,  
 21014-Z-XXX-DR-AVA-AR-030000-Location Plan-002,  
 21014-Z-XXX-DR-AVA-AR-030001-Existing Site Plan-002,  
 21014-Z-XXX-DR-AVA-AR-030002-Proposed Site Plan-002,  
 21014-Z-L00-DR-AVA-AR-031000-General Arrangement Plan - Level 00 - Ground Floor-002,  
 21014-Z-L01-DR-AVA-AR-031001-General Arrangement Plan - Level 01 - First Floor-002,  
 21014-Z-L02-DR-AVA-AR-031002-General Arrangement Plan - Level 02 - Second Floor-002,  
 21014-Z-L03-DR-AVA-AR-031003-General Arrangement Plan - Level 03 - Third Floor-002,  
 21014-Z-L04-DR-AVA-AR-031004-General Arrangement Plan - Level 04 - Fourth Floor-002,  
 21014-Z-L05-DR-AVA-AR-031005-General Arrangement Plan - Level 05 - Fifth Floor-002,  
 21014-Z-L06-DR-AVA-AR-031006-General Arrangement Plan - Level 06 - Roof-002,  
 21014-Z-ZZZ-DR-AVA-AR-030003-Existing Site Sections - Sheet 1-002,  
 21014-Z-ZZZ-DR-AVA-AR-030004-Existing Site Sections - Sheet 2-002,  
 21014-Z-ZZZ-DR-AVA-AR-030005-Existing Site Sections - Sheet 3-002,  
 21014-Z-ZZZ-DR-AVA-AR-030006-Existing Site Sections - Sheet 4-002,  
 21014-Z-ZZZ-DR-AVA-AR-030007-Existing Site Sections - Sheet 5-002,  
 21014-Z-ZZZ-DR-AVA-AR-032010-Proposed Site Sections - Sheet 1-002,  
 21014-Z-ZZZ-DR-AVA-AR-032011-Proposed Site Sections - Sheet 2-002,  
 21014-Z-ZZZ-DR-AVA-AR-032012-Proposed Site Sections - Sheet 3-002,

21014-Z-ZZZ-DR-AVA-AR-032013-Proposed Site Sections - Sheet 4-002,  
 21014-Z-ZZZ-DR-AVA-AR-032014-Proposed Site Sections - Sheet 5-002,  
 21014-BL01-XXX-DR-AVA-AR-033000-Block 01 North-West & South-East Elevations-002,  
 21014-BL01-XXX-DR-AVA-AR-033001-Block 01 North-East & South-West Elevations-002,  
 21014-BL01-ZZZ-DR-AVA-AR-032000-Block 01 Sections - Sheet 1 of 2-002,  
 21014-BL01-ZZZ-DR-AVA-AR-032001-Block 01 Sections - Sheet 2 of 2-002,  
 21014-BL02-XXX-DR-AVA-AR-033002-Block 02 North-East & South-West Elevations-002,  
 21014-BL02-XXX-DR-AVA-AR-033003-Block 02 North-West & South-East Elevations-002,  
 21014-BL02-ZZZ-DR-AVA-AR-032002-Block 02 Sections-002,,  
 5447-OOB-ZZ-00-D-L-000001-P08,  
 5447-OOB-ZZ-00-D-L-000010-P05,  
 5447-OOB-ZZ-00-D-L-000030-P04,  
 5447-OOB-ZZ-00-D-L-000040-P04,  
 5447-OOB-ZZ-00-D-L-000070-P02,  
 The\_Statutory\_Biodiversity\_Metric\_Calculation\_Tool-SFME BNG v3

- Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024)
- Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024)
- Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024)
- Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024)
- Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024)

Reason: In order to avoid doubt and in the interests of the proper planning and development of the area.

### **Materials and detailed design**

3. Prior to the commencement of above ground works detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the following;
  - a) Detailed elevational treatment;
  - b) Detailing of roof and parapet treatment;
  - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
  - d) Details of entrances and porches which shall include a recess of at least 115mm;
  - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
  - f) Details of balustrading;
  - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
  - h) Details of cycle, refuse enclosures and plant room; and
  - i) Any other external materials to be used;

together with a full schedule of the exact product references for all materials, shall be 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 and retained as such for the lifetime of the development.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

### **Energy Strategy**

4. The development hereby approved shall be constructed in accordance with the Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024) delivering a minimum 89% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, individual air source heat pumps (ASHPs) and a minimum 78.8kWp solar photovoltaic (PV) array.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 31% reduction;
- Details to reduce 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) and annual energy generation (kWh/year); 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 solely in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development.

(b) The solar PV arrays and air source heat pumps 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 in writing 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.

(d) Within one year of first occupation, evidence shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This shall include energy use data for the first year and a statement of occupant involvement to evidence this training and engagement.

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

### **Overheating Strategy**

5. (A) Prior to the commencement of above ground works, an updated Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024) as a starting point, taking into account the outstanding requirements at application stage.

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) to accommodate any changes proposed at later stages.
- Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios;
- Confirmation that the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation of who will be responsible to mitigate the overheating risk once the development is occupied.

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

- Glazing g-value of 0.50
- Air permeability (@50Pa) 1ach
- Window Recess/Reveal 250 mm
- Vertical shading to LKD's balcony privacy screens
- L-shaped external shadings to windows facing South and South-west
- MVHR with enhanced ventilation flow rates, purge ventilation, and cooling module
- Any further mitigation measures as approved by, or superseded by, the latest approved Overheating Strategy. If the design of Blocks is amended in higher heat transfer and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

### **Living Roofs and Walls**

6. (A) Prior to the above ground commencement of development, details of the living roofs shall 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<sup>2</sup> 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<sup>2</sup>, 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<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with root ball of plugs 25cm<sup>3</sup>) 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;
  - vii) Management and maintenance plans, 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 (in this case 60 homes), evidence must be submitted to and approved in writing 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 water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

### **Biodiversity Net Gain**

7. (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 Local Planning Authority. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

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

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

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

### **Urban Greening Factor**

8. Every measure shall be taken to ensure that the development meets its 0.74 Urban Greening Factor (UGF) score identified within the planning application submission. Prior to completion of the construction work, an Urban Greening Factor analysis, with the anticipated end calculation for the scheme, shall be submitted to and approved in writing by the Local Planning Authority demonstrating a target factor of at least 0.4 has been met through greening measures. Where the 0.74 UGF is not met sufficient justification shall be included to demonstrate why this is the case.

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

## **Whole Life Carbon**

9. The development hereby approved shall be constructed in accordance with the Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024).

Prior to the commencement of the development an update to the approved Whole Life-Cycle Carbon assessment to reaffirm the proposed strategy or demonstrate improvements, shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the Whole Life-Cycle Carbon emissions savings of the development achieve at least the GLA's Standard Benchmark and setting out further opportunities to achieve the GLA's Aspirational Benchmark set out in the GLA's Whole Life-Cycle Assessment Guidance.

The assessment shall include details of measures to reduce carbon emissions throughout the whole life-cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life-Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the lifetime of the development.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

## **Delivery and Servicing Plan and Waste Management**

10. Prior to use/occupation a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing, by the Local Planning Authority. The DSP must be agreed and in place on occupation/use 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 shall 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 shall demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

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

The DSP must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing with the Local Planning Authority.

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

### **Cycle Parking**

11. Prior to use/occupation plans shall be submitted to, and approved in writing by, the Local Planning Authority showing accessible, sheltered, and secure cycle parking for 136 long-stay and 4 short-stay for residents. The quantity must be in line with the London Plan 2021 T5 Cycle, and the design must be in accordance with the London Cycle Design Standard. The development shall not be occupied/used until the approved details are implemented. These facilities shall thereafter be retained for the lifetime of the development.

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

### **Electric Vehicle Charging**

12. The development shall not be occupied/used until provision has been made for two electric vehicle car parking spaces, one active and one passive. This arrangement shall be retained for the lifetime of the development.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.

### **Wheelchair Accessible Car Parking**

13. The development shall not be occupied/used until provision has been made for 7 wheelchair accessible car parking spaces. This arrangement shall be retained for the lifetime of the development.

Reason: to ensure the development is in accordance with the published London Plan 2021 Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking, and the Department for Transport's Inclusive Mobility guidance.

### **Car Parking Management Plan**

14. The development shall not be occupied/used until a Car Parking Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. This shall include details on the allocation and management of the on-site car parking spaces. which shall be leased and allocated in the following order:
  1. Wheelchair accessible units or residents with a disability with the need for a car parking space
  2. Family size units 4/3 bed homes

Reason: To ensure that the allocation of the car parking spaces is in line with the Council's development management Policy 32 which seeks to prioritise parking to family sized units and people with disabilities.

### **Construction Management Plan (CMP)**

15. No development shall take place, until a Construction Management Plan to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

### **Land Contamination**

16. Before development commences other than for investigative work:
- A) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.
  - B) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted to, and approved in writing by, the Local Planning Authority.
  - C) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.
  - D) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have

been completed shall be submitted to and approved in writing by the Local Planning Authority.

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

### **Unexpected Contamination**

17. 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 of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

### **Air Quality Assessment**

18. In order to minimise increased exposure to existing poor air quality and to make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)):
- An Air Quality Neutral Assessment, taking into account emissions from the installation of temporary and permanent boilers, transport sources and all other sources of emissions must be undertaken and submitted to, and approved in writing by, the Local Planning Authority prior to occupation.
  - Otherwise, prior to occupation the applicant shall have provided to, and have had approved in writing by, the Local Planning Authority, a detailed AQ assessment of the proposed development taken into consideration all emission sources for the purposes of reaching a conclusion on its significance effects on local air quality prior to occupation.

Reason: To comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

### **Non-Road Mobile Machinery (NRMM)**

19. A) Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority.
- B) Prior to the commencement of the development, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.
- C) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be

kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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

### **Management and Control of Dust**

20. Prior to commencement of development a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall have been submitted to, and approved in writing by, the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.

Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).

### **Considerate Constructors Scheme**

21. Prior to commencement of development the Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.

Reason: To comply with Policy 7.14 of the London Plan.

### **22. Construction Logistics and Management Plan**

No development shall commence until a Construction Logistics and Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall include, but not limited to, the following matters, and the development shall be undertaken in accordance with the details as approved:

- a. Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b. The estimated number and type of vehicles per day/week.
- c. Estimates for the number and type of parking suspensions that will be required.
- d. Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e. The undertaking of a highways condition survey before and after completion.
- f. The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.



- g. The applicant will be required to contact LBH Highways to agree condition on surveys.
- h. Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i. Swept path drawings.

REASON: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities.

### **Piling**

23. 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. A foundation works risk assessment will be required should deep piled foundations be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk)

In locations where shallow raft foundations are proposed, vibration monitoring at the proposed foundation depth should be undertaken once excavated. For areas where deep piles are proposed, a test pile should be installed and vibration monitoring undertaken directly on top of the pile.

Any piling shall be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason: To ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection, and to protect water utility infrastructure.

### **Infiltration Drainage (Environment Agency)**

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

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.

### **Investigative Boreholes (Environment Agency)**

25. Prior to commencement of development a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of development.

Reason: To ensure that any redundant boreholes are safe and secure, and do not cause groundwater pollution, in line with paragraph 187 of the National Planning Policy Framework.

### **Waste**

26. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented prior to first occupation, and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy D6 of the London Plan 2021.

### **Secured by Design Accreditation**

27. 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 groundworks of each building within the development. The development shall only be carried out in accordance with the approved details. The development shall thereafter be retained for its lifetime in accordance with the details.

Reason: To ensure safe and secure development and reduce crime

### **Secured by Design Certification**

28. 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: To ensure safe and secure development and reduce crime

### **Trees**

29. No development shall commence until all the trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials,

supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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.

## **Landscaping**

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

Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. street furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed trees;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment); and
- g) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species;
- l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;

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. An Arboriculturist will be included in the development project team and retained until completion of the project.

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.

### **Wheelchair Accessible Homes**

31. All homes shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (seven dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations. All homes in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of where the provision of a lift for this block would impact that. unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D7.

### **C3 Use Class**

32. Notwithstanding any provisions to the contrary, the 66 homes within the development hereby approved shall be provided at social-rent levels within the C3 use class, and for no other tenure or use, unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing for rent accommodation.

### **Water Efficiency**

33. The development shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) [residential development]; and shall, prior to occupation, incorporate measures such as smart metering, water saving and recycling measures. .

Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.

### **Water Main (Thames Water)**

34. No construction shall take place within 5m of a water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water pipes or other

structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> For information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

further  
Water.

### **Transport for London Infrastructure**

35. 1. No works shall commence until the following have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) An overview of the overall development including both design on temporary and potential long term works;
  - b) A plan identifying and accommodating all existing Transport for London structures;
  - c) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the pre-commencement stage;
  - d) An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
2. No sub-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) Details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);
  - b) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the sub-structure construction stage.
3. No super-structure works shall be carried out until the following, have been submitted to and approved in writing by the Local Planning Authority, in consultation with TfL Infrastructure Protection:
- a) Details on the use of tall/heavy plant for the super-structure construction stage;
  - b) An assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading for the super-structure construction stage.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

### **BREEAM**

36. (A) Within six months of commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent), aiming for 'Excellent'. This shall be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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) Within six months of occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the Local Planning Authority for approval, confirming this standard has been achieved.

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.

## **INFORMATIVES:**

### **NPPF**

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 proactiv

### **CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £436,706 (6,143 sqm x £71.09) and the Haringey CIL charge will be £361,761 (6,143 sqm x £58.89). This will be collected by the London Borough of Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

### **Hours of Construction Work**

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.

### **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.

### **Street Numbering**

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.

### **London Fire Brigade**

The London Fire Brigade strongly recommends that sprinklers are considered for new residential developments, 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's 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 occupiers.

### **Thames Water**

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.

### **Thames Water**

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

### **Thames Water**

The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read Thames Water's guide 'working near our assets' to ensure workings will be in line with the necessary processes needing to be followed where working above or near Thames Water's pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> For further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

### **Secured by Design**

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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

## **APPENDIX 2 CONSULTATION RESPONSES FROM INTERNAL AND EXTERNAL AGENCIES**

<b>Stakeholder</b>	<b>Question/Comment</b>	<b>Response</b>
<b>INTERNAL</b>		
<b>Transportation</b>	<p><u>HGY/2024/3315 - Land adjacent to Seven Sisters Road and St Ann's Road, London N15</u></p> <p><u>Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.</u></p> <p><u>Development proposal and planning history</u></p> <p>This application is for a Council housing development adjacent to the northwest corner of the Frederick Messer Estate. Earlier iterations have been tabled as pre application proposals both in 2021/22 and 2024 for a range of options between 77 and 93 residential units, this application is for an amended, smaller proposal of 66 new units, housed within three blocks.</p> <p>The breakdown of units is as follows.</p>	Noted conditions/ Planning Obligations attached.



Stakeholder	Question/Comment	Response																	
	<table border="1"> <thead> <tr> <th>UNIT MIX</th><th>Amount</th><th>Haringey Housing Policy (Social Rent aspirational dwelling mix)</th></tr> </thead> <tbody> <tr> <td>1B2P</td><td>13 (20%)</td><td>20%</td></tr> <tr> <td>2B3P</td><td>1 (2%)</td><td rowspan="2">40%</td></tr> <tr> <td>2B4P</td><td>27 (40%)</td></tr> <tr> <td>3B5P</td><td>25 (38%)</td><td>40%</td></tr> <tr> <td><b>TOTAL</b></td><td><b>66 (100%)</b></td><td></td></tr> </tbody> </table> <p>It is proposed as a car free development except for blue badge parking for the 7 accessible/wheelchair units. 125 cycle parking spaces are also proposed to be located within 2 external cycle stores.</p> <p>Some minor parking arrangement changes are also proposed within Bushey Road and St Anns Road.</p> <p>A new foot connection direct to Seven Sisters Road is also proposed.</p> <p><u>Location and access</u></p> <p>The site for this development proposal is located to the eastern side of Seven Sisters</p>	UNIT MIX	Amount	Haringey Housing Policy (Social Rent aspirational dwelling mix)	1B2P	13 (20%)	20%	2B3P	1 (2%)	40%	2B4P	27 (40%)	3B5P	25 (38%)	40%	<b>TOTAL</b>	<b>66 (100%)</b>		
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Stakeholder	Question/Comment	Response
	<p>Road, on the south east corner of the junction of Seven Sisters Road with St. Anns Road. It is within the green area to the north west edge of the Sir Frederick Messer estate.</p> <p>The site has a PTAL value of 4/5 - considered to be 'good' to 'very good'. There are multiple bus services accessible along Seven Sisters Road and St. Anns Road, and Seven Sisters Station is a 9 minute walk away. The TA details the PTAL at the centre of the site is 4.</p> <p>The site is also within the Seven Sisters South CPZ, to the western edge of it, which is in operation Monday to Friday between 0800 – 1830. To the west side of Seven Sisters Road there is the Green Lanes 'B' CPZ which has the same operating hours and days, and north of St Anns Road the Seven Sisters CPZ which has the same hours however also operates on Saturdays.</p> <p>Seven Sisters Road and parts of St Anns Road are TLRN/Red Route so TfL are the Highway Authority for these lengths, otherwise Haringey are the Highway Authority for public highway abutting the site. The Parking courts within the estate are managed and enforced/administered by Homes for Haringey.</p> <p>For pedestrians and cyclists the existing estate is accessible via a footpath</p>	

Stakeholder	Question/Comment	Response
	<p>connection to Seven Sisters Road, otherwise pedestrian/cycle access is possible from the access roads into the estate (Bushey Road).</p> <p><u>Transportation considerations</u></p> <p>A Transport Assessment has been submitted with the application. This provides details and examines the transportation aspects of this proposal.</p> <p><u>Access arrangements</u></p> <p>It is noted that the proposals include for a more direct unimpeded foot link directly west – west across the site from Seven Sisters Road through to the eastern side of the site (adjacent to Henrietta House). It is envisaged that this will be part of a more direct route to connect across to Paignton Road open space. There are references to improving the route through to here within the various application documents but it is not clear when or who will deliver this.</p> <p>In terms of the public highway some alterations are proposed for the top end of Bushey Road, to facilitate refuse/recycling collection movements and also to rationalise the on street parking. Changes are also proposed for the public realm/footway at the top end of the site, and changes to footway connections to Seven Sisters Road footway. An agreement with the Highways Team will be required to cover what would normally be undertaken via A Highways Act Agreement, be that</p>	

Stakeholder	Question/Comment	Response
	<p>a S278 or another appropriate part</p> <p>f the Act.</p> <p><u>Trip generation and transport impact</u></p> <p>It is noted that the TRICS sites interrogated are all for private developments. This development is going to comprise of affordable residential units. Normally a higher trip rate can be expected from private owner units so this is a robust means of considering the potential trip generation.</p> <p>The trip generation exercise predicts 38 total trips in the AM peak hour (33 outbound and 5 inbound) and 28 in the PM peak hour (19 arrivals, 9 departures). 342 total trips predicted over a full day (168 arrivals, 174 departures).</p> <p>With respect to mode share, the TRICS data detailed a 21% vehicle mode share, along with 43% rain/bus, 3% cycle mode and 32% walking. The applicant's Transportation consultant has altered the mode shares to reflect the 'car free' (except blue badge parking for the 10% wheelchair/accessible units) nature of the proposal. The adjusted mode shares predicted are now;</p> <ul style="list-style-type: none"> <li>• 5% Vehicle</li> <li>• 10% cycle</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• 50% rail/bus</li> <li>• 35% walk</li> </ul> <p>Time will tell (and be monitored via the Travel Plan in place for this development)if these mode shares are achievable.</p> <p>In any instance, it is not expected that the new trips generated will be problematical with respect to capacities on the highway and public transport networks and services. If the car mode share doesn't reduce to the predicted number additional parking demands will materialise on street within the CPZ area.</p> <p><u>Parking provision and considerations</u></p> <p>At present there are 140 bays for estate residents (which includes 8 blue badge spaces), managed by Homes for Haringey. And within the 200m walk distance of the site, around 80 plus on street CPZ bays.</p> <p>A parking stress survey is included within the TA, along with information on the quantities of public highway CPZ parking and onsite court parking managed by homes for Haringey.</p> <p>It is noted that the parking stress survey was carried out during late 2021. Ideally a</p>	

Stakeholder	Question/Comment	Response
	<p>more recent survey would have been provided. It does mean there is some uncertainty on existing offsite parking conditions within the CPZ covered areas.</p> <p>It is noted that the HfH parking within the parking courts is essentially full. The survey recorded 97% occupancy within the 140 off highway/estate bays, and varying levels of parking within the CPZ/public highway streets to the periphery of the site. Some streets recorded low levels of parking (Albert Road/St John's Road with 43% and 37 spaces available, Kerswell Close with 38%), others with higher levels (St. Anns Road 86%). Overall the stresses recorded on the public highway/CPZ streets was averaged a</p> <p>77%.</p> <p>The TA predicates this development as a car free development with parking provided only for the 7 wheelchair/accessible units. The trip generation mode shares have been amended from the TRICS search on this basis. This provision of 7 blue badge spaces means the development fully meets the London Plan requirement for the ability to provide a space for each wheelchair/accessible unit. 5 of these bays are located at the top end of Bushey Road, the other two are located off St Anns Road at the north end of</p>	

Stakeholder	Question/Comment	Response
	<p>e development. It is detailed these are close to the wheelchair/accessible units.</p> <p>It is expected that there will be some car ownership and car parking demands arising from this development, given some of the occupiers may well be using a vehicle for their employment or businesses, or in relation to their family circumstances. The 2011 census recorded average car ownership per household at 0.52 vehicles. It is expected this will have reduced in the 14 years since, and taking into account the permit free status, and a car club facility being provided, the demands may well be less than co</p> <p>d be expected given the most recent car ownership information from the census.</p> <p>There was some on street capacity recorded within the CPZ spaces on the public highway with 78 free spaces recorded., and the stresses averaged out at 77% in the 2021 survey. We do have concerns that there will be additional on street demands materialising from the 59 'non wheelchair/accessible' units, that could increase local pressures closer to 80 – 85% which is a level at which difficulties may arise. It would therefore be appropriate that funding is available for the parking team to investigate, cons</p> <p>t on and implement appropriate parking changes within any affected streets to</p>	

Stakeholder	Question/Comment	Response
	<p>ensure a safe and free flowing arrangement and minimise nuisance parking. The applicant will be required to make a contribution of £10,000 ( ten thousand Pounds) towards the implementation of traffic management measures in and around the site.</p> <p>If approved the development will need to be formally designated as permit free/car free to accord with Policy DM32, this is appropriate given the site's PTAL of 4 and it's location within both a CPZ and with the close accessibility of public transport and other local shops and services. Agreements to cover this will be required as it is understood a S106 Agreement will not be in place given this is a Council led development.</p> <p>It is recommended that a car club facility be provided for the occupiers of this development, to reduce potential car ownership and parking demands. The applicant will need to provide the written recommendations of the car club operator for this development, it is expect that this will be for memberships for each residential unit and potentially a driving credit. The car club operator will comment as to whether a new vehicle will be required in the locality of the site and where the bay could be provided.</p>	



Stakeholder	Question/Comment	Response
	<p><u>Cycle parking</u></p> <p>A ground floor cycle parking store is proposed for each of the two blocks. 126 long stay cycle parking spaces are proposed along with 4 short stay cycle parking spaces, which are to be located close to the 5 blue badge bays at the top end of Bushey Road. This overall meets the numerical requirements of the London Plan for long and short stay cycle parking. It is also noted that 12 existing external visitor cycle parking spaces are to be re-provided adjacent to St Anns Road.</p> <p>For the long stay cycle parking, the TA details that there will be 102 No. 2 tier spaces, 18 No. 'Easy Access spaces' (14.4%) and 8 No. 'Highly Accessible spaces' (6.6%). This would meet the London Plan requirements for oversize and accessible cycle spaces.</p> <p>Full dimensional and layout details will need to be provided for review and approval, these will need to demonstrate the proposed cycle parking arrangements will be easy to use, attractive and encourage the uptake of cycling by residents and visitors. They will need to demonstrate adherence to the London Cycle Design Standards as produced by TfL. This is for both the long stay and short stay cycle parking.</p> <p>This can be covered by a pre commencement condition.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Delivery and servicing/refuse and recycling collection arrangements</u></p> <p>As commented earlier in this response, the TA predicts 17 delivery and servicing trips a day to this development. The TA predicates that the majority of delivery and service vehicles attending will be small vans, with all visiting delivery and service vehicles being smaller than a refuse collection truck. Delivery and service vehicles are envisaged to dwell and park on the double yellow lines at Bushey Road.</p> <p>The applicant has located the bin stores on the ground floor of each block, with envisaged collection locations being close by off Bushey Road and off St Anns Road, which is apparently where existing collections are made from. Our colleagues in the Waste Management Team will need to comment as to the acceptability of the proposed storage and collection arrangements.</p> <p>Swept path plots have been provided for the arrival and departure manoeuvres for collection trucks picking up from the top end of Bushey Road. These appear very tight for space, with the swept path showing the vehicle will overhang the footway. As commented above colleagues in the waste team will need to comment on this aspect, and also if any delivery and service vehicles are parked/dwelling at the time of a refuse/recycling collection, the limited space available at the top end of Bushey Road could g</p>	

Stakeholder	Question/Comment	Response
	<p>congested and cause an obstruction for both the collection truck and any residents seeking to arrive/leave from the blue badge bays.</p> <p>A Delivery and Servicing Plan will be required for the proposed arrangements for this development. Feedback from colleagues in relation to the acceptability of the waste and recycling collection arrangements is needed, and the applicant also needs to detail how collections and arrivals/departures will be managed with respect to any visiting/present delivery and service vehicles and also for pedestrian safety for any footway users where the collection vehicle is manoeuvring and overhanging the footway.</p> <p>A detailed Delivery and Servicing Plan will be the subject of a pre commencement condition.</p> <p><u>Sustainable/active travel considerations</u></p> <p>The applicant details that the public realm both within the site and to the top corner at the St Anns Road/Seven Sisters Road junction will be improved with this development, and also that the development will deliver an improved direct east – west foot connection from Seven Sisters Road across the site to connect to the new blocks and the existing estate on the eastern side of the development site.</p> <p>The TA includes a list of local facilities and services and the walk/cycle times to</p>	

Stakeholder	Question/Comment	Response
	<p>them, such as schools, surgeries, public transport facilities, places of worship, local food shops and the like. This table does show that many essential facilities are close by in terms of walk and cycle times. There is no assessment of the key routes in terms of a walk/cycle survey along the lines of an ATZ assessment as the applicant references that TfL Thresholds at 80 units or higher.</p> <p>As commented in the parking section of this response, Car club provision should be included with this development, particularly so given the zero-parking proposed beyond blue badge/accessible unit, the applicant needs to provide the written recommendations of a car club operator in the Borough.</p> <p><u>Construction Logistics Plan</u></p> <p>This development will be constructed adjacent to the junction of Seven Sisters Road and St Anns Road, and to the existing residential estate. Therefore, a detailed Construction Logistics Plan (CLP) for the development will be required for review and approval prior to commencement of the works for the development.</p> <p>This document will need to outline the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. This will include deliveries and collections being</p>	

Stakeholder	Question/Comment	Response
	<p>made outside of the peak AM and PM periods and school start/finish times. The applicant will need to liaise with the Highways Team (Network Management Officers) to arrive at the arrangements for construction access and any temporary arrangements on the highway or parking courts within the estate and these details should inform the detailed draft.</p> <p>Monies to cover officer time oversight and monitoring build out of the development will be required as well, for Network Management and Highways officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and smooth operation of the network is maintained. This must be secured by the S.106 legal agreement.</p> <p><b>Recommendation</b> There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p><b>Conditions</b></p> <p><u>1. Delivery and Servicing Plan and Waste Management</u> The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last</p>	

Stakeholder	Question/Comment	Response
	<p>mile delivery using cargo bikes.</p> <p>Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with <u>TfL guidance</u>.</p> <p>The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.</p> <p>REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighboring highway and to comply with the TfL DSP guidance 2020</p> <p><u>2. Cycle Parking</u></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 136 long-stay and 4 short-stay for residents. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in accordance with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>REASON: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u></p> <p>Subject to a condition requiring the provision of 1 active and 1 passive electric vehicle charging points to serve the on-site parking spaces from the onset.</p> <p>REASON: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport &amp; Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u></p> <p>The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 7 residential accessible</p>	

Stakeholder	Question/Comment	Response
	<p>parking spaces.</p> <p>REASON: to ensure the development is in accordance with the published London Plan 2021 Policies T6.1 Residential parking, T6.5 Non-residential disabled persons parking, and the Department for Transport's Inclusive Mobility guidance.</p> <p><u>5. Car Parking Management Plan</u></p> <p>The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> <li>1. Wheelchair accessible units or residents with a disability with the need for a car parking space</li> <li>2. Family size units 4/3 bed units</li> </ol> <p><b>S.106 obligations</b></p> <p><u>1. Car-capped Agreement</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car capped " and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>REASON: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Construction Logistics and Management Plan</u></p> <p>The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of</p>	

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	<p>a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, residents, and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> <li>b. Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.</li> <li>c. The estimated number and type of vehicles per day/week.</li> <li>d. Estimates for the number and type of parking suspensions that will be required.</li> <li>e. Details of measures to protect pedestrians and other highway users from construction activities on the highway.</li> <li>f. The undertaking of a highways condition survey before and after completion.</li> <li>g. The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.</li> <li>h. The applicant will be required to contact LBH Highways to agree condition on surveys.</li> <li>i. Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.</li> <li>j. Swept path drawings.</li> </ul> <p>REASON: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.</p> <p><u>3. Car Club Membership</u></p>	



Stakeholder	Question/Comment	Response
	<p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.</p> <p>REASON: To enable residential and student occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>Management DMPD Policy DM 32.</p> <p><u>4. Residential Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan to maximise the use of sustainable modes of transport.</p> <ul style="list-style-type: none"> <li>a. The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</li> <li>b. Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</li> <li>c. The applicant is required to pay a sum of, £3,000 (three thousand pounds) per year per travel plan for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.</li> <li>d. Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5. Parking Management Contribution.</u></p> <p>We will require a contribution of £10,000 (Ten Thousand Pounds) from the applicant to undertake a review of the current parking management measures within the Tottenham Event Day CPZ for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p> <p>REASON: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.</p> <p><u>6.Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Section: 38 and 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works.</p> <p>The developer will be required to submit detailed design for any changes to the highways network; the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.</p> <p>The applicant will be required to submit detailed drawings and a Stage 1, and 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>REASON: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway</p>	

Stakeholder	Question/Comment	Response
	works to facilitate future access to the development site.	
<b>Design</b>	<p>Thank you for asking for my comments on the above application, with which I have been closely involved through the pre-application process and am therefore very familiar with. In addition to several pre-application meetings with officers including myself, these proposals were reviewed three times by the council's independent, expert Quality Review Panel (QRP), culminating in their final report noting that the QRP "remains supportive of the principle of development and key design moves.. understands and respects the justifications for the decisions made". Further amendments and/or justifications have been provided, that this Design Officer is supportive of, to respond to the panel's final detailed comments.</p> <p><b><u>Location, Description of the site</u></b></p> <ol style="list-style-type: none"> <li>1. The application site is located at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively. Seven Sisters underground and overground railway station is located 450m to the north-east and there are plentiful bus services on both streets. The location is in the south-east of the borough, some 500m west of Tottenham High Road, the main north-south arterial spine of the east of the borough and 400m north of the boundary with the Borough of Hackney. Seven Sisters and West Green designated Town Centre is some 500m to the north-east.</li> <li>2. The site occupies the southern corner of the crossroads formed by Seven Sisters and St Ann's Roads. The crossroads are dominated by the raised London Overground line running east-west through its middle, on a brick and steel bridge between wooded embankments. Opposite the site between Seven Sisters Road and the embankments is a striking parade of late nineteenth century retail units, with residential accommodation over, at three floors, each unit with its own striking gabled pitched roof. A large late nineteenth century public house of a similar design occupies the same side of Seven Sisters Road to the site, to its south-west, with further retail, community and residential buildings continuing an attractive and distinctive local centre along both sides of Seven Sisters Road to the south-west.</li> <li>3. By contrast, St Ann's Road to the south-east is characterised by mid-to-late twentieth century council housing estates, interspersed with community facilities, on both sides,</li> </ol>	Noted. Conditions Added.

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	<p>including the Plevna Triangle estate opposite, between the north side of St Ann's Road and the railway, and the Sir Frederick Messer (SFM) Estate itself south of St Ann's Road and east of the backs of properties on Seven Sisters Road. These are generally designed at "objects in space" set in open, often nebulous, communal landscaping, although some areas are enclosed as private gardens to ground floor flats. Beyond the SFM Estate, to the south-east, it opens into a twentieth century public park, known as the Paignton Road Open Space.</p> <p>4. North of the railway there are further post-war council estates, this time to the north-west of Seven Sisters Road, including another infill new council house building scheme at the opposite, northern corner of the Seven Sisters Road / St Ann's Road crossroads, known as Kerswell Close (HGY/2022/2250, granted 23/1/2023). That new development should be visible from this application site, but anywhere else north of the railway, including the industrial areas south-east of Seven Sisters Road and the Conservation Area along St Ann's Road to the north-west, will be hidden by the high, densely wooded railway embankment. There is more post-war council housing on this side of the railway, behind the shops to the west of Seven Sisters Road, including another new, recently completed, council housing development, Rowan Court, consisting of terraces of two and three storey townhouses alongside new four and six storey flatted blocks.</p> <p>5. The site itself is an irregularly shaped "landscaped buffer" between the estate and Seven Sisters Road, including mounded landscaping containing trees of various ages, crossed by footpaths, surface parking, and estate access roadways. The two proposed buildings have a direct relationship with the Seven Sisters Road and St Ann's Road context, as well as neighbours in the adjacent estate, following a complimentary geometry, defining a private courtyard shared between the new and existing neighbouring dwellings, as well as retaining slightly smaller, more defined public green space, accommodating all the good quality mature existing trees, whilst the new building frontages activate the street frontages and define and enhance the important corner.</p> <p><b><u>Planning Policy context</u></b></p> <p>6. The site is not allocated in Haringey's Local Plan, but the industrial land north of the railway is as SS4 – Gourley Triangle in the Tottenham Area Action Plan (AAP – adopted July 2017), although the embankment means it has no meaningful relationship</p>	

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	<p>to this site. The fact that the site is not allocated does not preclude the site being suitable for development provided it is in accordance with policy.</p> <p>7. There are no other Planning Policy Designations covering the site. The nearest in the vicinity is the Ecological Corridor and Site of Importance for Nature Conservation (SINC) Grade II covering the railway and its embankments, which would not be affected by this application. The council housing adjacent to the site to the south-west and opposite to the north, and to the west of the shops on Seven Sisters Road is in Haringey Council ownership, as is the application site itself.</p> <p><b><u>Block Form, Amenity &amp; Landscaping</u></b></p> <p>8. The proposal is for two new residential buildings housing 66no. residential units. The south-western Block B will be a simple rectangular slab, parallel to Seven Sisters Road, whilst the north-eastern Block A will be L-shaped in plan, turning to have a shorter wing parallel to St Ann's Road. These would form a new building line street frontage to both streets, but would still be well set back from the pavement edge, leaving a considerable margin of 10 – 14m from the building to back of pavement on Seven Sisters Road, where the existing trees and mounded landscaping are to be maintained. The south-western end of Block B will be 26-28m away from the north-eastern flank wall of the public house, preserving the unobstructed outlook of windows inserted into this flank of the pub following the creation of this open space, and retaining a gap through to Bushey Road, the estate access road, and a popular existing diagonal path. Paths further north through the amenity buffer will be consolidated into a single, broad, level, path, continuing through the gap between the two proposed blocks and on into the heart of the estate, in a direct, considerably more legible, and more user-friendly route.</p> <p>9. St Ann's Road will have a smaller, but still considerable set back of 8–10m, whilst the corner is designed to “push out” to hold the corner more confidently. The retention of trees and landscaping is considered more important than fully re-establishing the building line along Seven Sisters Road, but the proposals would form a considerably more prominent, coherent, building line, compared to the current gap, augmented by the pushed-out corner. Two ground and first floor maisonettes are located facing St Ann's Road, with their own front doors and private front gardens here, adding further animation and active frontage to this somewhat more residential street, whilst maintaining a good buffering to the maisonettes from traffic. The QRP welcomed this</p>	

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	<p>change but requested they also have ground floor access to the south-west side io to the courtyard, but it has to be accepted that space and access is needed to that side for essential service spaces including plant and refuse storage, whilst the maisonettes will also have 1<sup>st</sup> floor access and aspect to the south-west, at deck level.</p> <p><b>10. The main communal residential entrance to all the upper floor flats in Block A is located right on the corner, is designed in a distinctive manner to celebrate the corner, and is of generous proportions, to add significant legibility and activation to the most important point on the Seven Sisters and St Ann's Roads frontage. The communal entrance to the upper floors of Block B, along with the separate individual entrances to all the ground floor flats are to be from the south-eastern side; off Bushey Road, the estate access road, and the formally landscaped courtyard in the crook of Block A, providing much needed animation and active street frontage to the estate road and new garden square. Amendments since QRP to bring the Block B entrance door and foyer closer to the leading edge of the overhanging upper floor, which mean there will still be an overhang providing shelter, whilst reducing the amount of undercroft, so that we can be confident it will not appear dark, uninviting or in any way dangerous.</b></p> <p>11. This layout retains the wooded, mounded landscaped strip between the two proposed blocks and Seven Sisters Road as a wooded landscaped public amenity, but with a greatly increased sense of enclosure, passive surveillance and clear boundaries than before. Nevertheless, as noted in the final QRP Report, it will be important in detailing landscaping of the development, that consistent fencing and logical, functionally positioned gates are provided, that ensure the whole of this amenity space is usable, but does not come to represent a security and privacy concern to ground floor flats with rooms and their own private amenity space looking onto or adjacent to this space.</p> <p>12. It should be noted that since the final QRP, formerly "undercut" terraces to ground floor flats on the north-west side, facing Seven Sisters Road across the landscaped strip (where the ground floor matched the upper floors where they had inset balconies), have been designed out. All ground floor flats have private outdoor courtyard gardens <i>beyond</i> the building line, cut into the landscaping mounds, with brick retaining walls topped with fences for security. The mounds will give these gardens privacy and environmental buffering (from noise, dust etc.) from the street, with the trees providing further screening and buffering to all floors including the ground floor. It should also be</p>	

Stakeholder	Question/Comment	Response
	<p>noted that the QRP request that ground floor flats should have private terraces on the south-east side, under the access decks, next to their front doors, facing the courtyard or Bushey Road, has been rejected as unnecessary and inappropriate, given the only windows will be to kitchens and bathrooms here.</p> <p><b><u>Height, Bulk, Massing, Elevational Composition</u></b></p> <p>13. Proposed height is to be six storeys throughout, a very modest and reasonable height and bulk proposition compared to increasing expectations to achieve higher density and more and more higher rise developments being received in planning applications. There are of course regulatory reasons to maintain this maximum height, to avoid the requirements for second stairs and other additional fire precautions considered unnecessary at lower heights. But this is also widely considered a comfortable height for “mansion block” typology buildings to achieve a “gentle density” increase on prevailing two, three and four storey historic London Neighbourhoods.</p> <p>14. Specifically, existing neighbours include three-to-four storeys in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road, four, seven and 27 storey blocks in the existing SFM estate, four and five storeys on the council's Kerswell Close housing development on the opposite side of the crossroads bridged by the railway, and two, three and six storeys in the councils' recently completed Rowan Court scheme behind the shops on the opposite side of Seven Sisters Road. Taller developments have also been completed or are under construction in in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and recent 20+ storey development such as Apex Gardens at the corner of Seven Sisters Road and Tottenham High Road.</p> <p>15. But there is no necessity to build taller on a site like this. Earlier pre-application proposals included a taller building, but the applicant team within Haringey's Housing Service have decided to keep the scheme as simple and low cost as possible, avoiding onerous extra fire and other requirements, and as a happy result the proposals are a more modest height increase over the prevalent three and four storey height of most of the surrounding context and well below the tallest, such as the tall buildings within the existing estate.</p> <p>16. The lower height proposed goes with slender block widths necessitated by the desire to</p>	

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	<p>provide dual aspect, deck access, flats, to produce buildings of slender proportions, and therefore elegant flank end elevations, despite their containing only a few windows, and therefore larger expanses of brickwork, although never completely blank elevations. When last reviewed by the QRP, there were more areas of blank brickwork in these flank walls, which has been addressed in more recent design changes. Hence their concerns at this and suggestion of adding climbing plants are no longer relevant.</p> <p><b><u>Elevational and Landscape Materiality and Detailing</u></b></p> <p>17. The architects aim in their elevational composition, materials palette and detailing is to provide contemporary new housing of exemplary quality and sustainability that is in harmony with its context including the existing 1960s estate, and this is considered to have been achieved. Elevations are carefully composed with stacked windows and balconies designed as well proportioned punched holes in an elegant darker red brick façade to the outside, onto the main surrounding streets, with a lighter white façade of filigree access decks over white brickwork to the inside, onto the estate. The main entrance and corner of Seven Sisters Road and St Ann’s Road is further distinguished by expressing projecting white concrete columns or “pilotti” to the slightly overhanging upper floors, adding a lightness and making the entrance more special.</p> <p>18. The necessity for ancillary service spaces, such as cycle and refuse stores, plant and cleaning stores, concentrated on the ground floor around the main entrances of the two blocks, is handled by disguising these within the pilotti gambit where facing the street, or within the white brickwork and grillage of the estate-facing facades. Notwithstanding QRP concerns, officers are content that these essential services are accommodated in the most elegant and seamless format possible within the overall compositional strategy, and will be functionally effective at performing their necessary purposes to the greater benefit of the residents and estate, to the benefit of the liveability of the estate as extended by these new blocks, and to the benefit of the wider environment.</p> <p>19. Access decks are designed to be functional and effective, in the light of recently increased, stringent fire safety regulations that for instance forbid use of communal access decks for sedentary leisure and amenity uses in addition to their circulation function, and require rigorous control of possible smoke diffusion by having solid balustrades and downstands, and restrict fenestration and planting beds on access decks. Nevertheless, modest planting troughs have been agreed to be acceptable and</p>	



Stakeholder	Question/Comment	Response
	<p>will help increase privacy to sensitive windows such as to bedrooms onto access decks. It is likely, as the QRP suggested, and as the council has successfully done on other similar new council housing developments, that the council's new resident engagement team will assist residents in starting their planting schemes in these troughs.</p> <p>20. All aspects of the details of the proposal appear well considered, and appear likely to be capable of being specified and detailed to be robust, durable and attractive. However, conditions will be required to agree key external materials including both the darker red and lighter white brick, its mortar and pointing, as well as balustrades, soffits, parapets, doors and windows. Conditions should also include detailed planting layout and its maintenance, including hard landscaping materials, street furniture, trees and their tree pits etc, and potentially including improvements to the wider estate, including to the reconfigured parking areas, which the panel notes could have more trees, and to the main path established by this development through the estate.</p> <p><b><u>Residential Quality</u></b></p> <p>21. All flat and room sizes comply with and generally exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected, with flat layouts having been further refined since the last QRP to alleviate any concern at any flats being too cramped. Similarly, all residential units are provided with private amenity space in compliance and generally better than London Plan and Mayoral Housing SPG requirements. Balconies are provided with solid panels to provide additional sun screening, privacy and to hide clutter, as well as vertical balustrades.</p> <p>22. There are no concerns regarding privacy to or from these proposed dwellings, due to the block layout and window locations being carefully designed to avoid overlooking by proximity. All flats are also of at least dual aspect, with daylight and cross ventilation possible from at least two, often three different directions.</p> <p>23. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:  <i>"...D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:</i>  <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development</i></p>	

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	<p><i>and adjacent buildings and land;</i></p> <p><i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development..."</i></p> <p>24. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings and the day and sunlight levels achieved in the proposed development. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".</p> <p>25. The assessment finds that the day and sunlight received by all neighbouring properties would be reasonably in accordance with the BRE recommended guidance, especially considering the relatively high density location and the fact that daylight and sunlight to most of the new dwellings will inevitably be detrimentally affected by their close proximity to the neighbouring belt of mature trees. Notably, daylight levels are assessed as being better in winter than in summer for this development, a reverse of the expected! Although high amounts of daylight and sunlight is beneficial, all other things being equal, there is also a considerable benefit to residents, to the wider community, and to the environment as a whole, in having more trees, and there are downsides to high incidence of sunlight causing overheating in increasingly warm summers.</p> <p>26. Similar affects are found to existing neighbours, with some of the closest existing neighbours in the estate losing noticeable amounts of daylight to <i>some</i> of their windows, although with virtually no detrimental effects on the older nearby buildings on Seven Sisters Road. Some of the applicants' consultants' reasoning mentions the presence of balconies as a reason, but this is of doubtful justification. Instead, the fact that most of the affected existing neighbours are dual aspect homes with their main aspect being in a different direction to the proposed development, means it is unlikely the existing residents' quality of life will be noticeably affected by the completion of this</p>	

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	<p>development.</p> <p>27. As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, reasonably close to the full BRE Guide recommendations, is convincingly predicted to be achieved.</p> <p><b><u>Conclusions</u></b></p> <p>This is a proposed new council housing development of relatively modest height and density, that carefully avoids harming existing neighbours, whilst making a much better use of, and bringing a much better-quality character to, an existing landscaped space that currently acts as <i>just</i> an "buffer", of limited usefulness and questionable quality. The presence of trees, softening the appearance of Seven Sisters Road, and St Ann's Road, will be maintained, whilst returning a sense of enclosure, activation and passive surveillance to the street. The existing estate will be improved by being better screened from the existing busy junction, having a single, better designed and landscaped pedestrian route through, and new sheltered, sunny, well landscaped amenity spaces, as well as new housing of complimentary design. The new homes themselves are designed to high standards of functionality, sustainability and attractiveness, in robust, durable and well detailed materials, in new blocks provided with well designed functional and inconspicuous supporting service spaces, along with attractive, clear and well designed entrances and approaches.</p>	
<b>Carbon Management/ Energy &amp; Sustainability</b>	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy Strategy Revision 02 prepared by calfordseaden (dated 14 Oct 2024)</li> <li>• Summer Overheating Report Revision 03 prepared by calfordseaden (dated 14 Oct 2024)</li> <li>• Sustainability Statement Revision 04 prepared by calfordseaden (dated 28 Nov 2024)</li> <li>• Whole Life Cycle Carbon Analysis Revision 03 prepared by calfordseaden (dated 28 Nov 2024)</li> </ul>	Noted. Conditions/ Planning Obligations attached.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>Biodiversity Net Gain Assessment prepared by ecus ltd (dated Sep 2024)</li> <li>Relevant supporting documents.</li> </ul> <p>1. Summary</p> <p>The development achieves a reduction of 89% carbon dioxide emissions on site with efficient building fabric, individual air-source heat pump and 78.8 kWp Solar photovoltaic system. This is supported. The overheating strategy is also supported, while further details of the proposed measures to mitigate the overheating risks is required which has been conditioned.</p> <p>Appropriate planning conditions are recommended to secure the benefit of this scheme.</p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Energy Plan</li> <li>- Sustainability Review</li> <li>- Estimated carbon offset contribution (and associated obligations) of £20,235 (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.</li> </ul> <p>Planning Conditions</p> <p>To be secured with amendments expected to the wording below once the revised information has been submitted:</p>	
<b>Waste</b>	<p>Based on the information I saw, the waste storage allowance is broadly in line with our guidance but for clarity the total waste provision should be as follows. This is based on weekly collections for all material streams.</p> <p>11 x 1,100 litre refuse bins 7 x 1,100 litre recycling bins 5 x 140 litre food waste bins</p>	Noted. Condition added – further details
<b>LBH Pollution</b>	Thank you for contacting the Carbon Management Team (Pollution) regarding the above	Noted. Conditions

Stakeholder	Question/Comment	Response
	<p>application for the Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats at Land adjacent to Seven Sisters Road and St Ann's Road, London N15 and I would like to comment as it relates to this service as follows.</p> <p>Having considered the applicants submitted information including: Design and Access Statement; Energy Statement Report prepared by Calfordseaden LLP, dated 14 October 2024 taking note of the proposal to install Air Source Heat Pumps and Solar Photovoltaics (PV) Array; Contaminated Land Report with reference 22/3737-GIR-EIR01 prepared by Concept Engineering Consultants, dated 21st April 2023, taking note of section 2 (The Site), 3 (Desk Study Review), 4 (Phase 2 Concept Site Investigations (2022)), 5 (Geo-environmental Assessment), 6 (Final Conceptual Site Model and Quantitative Risk Assessment), 7 (Conclusion and Recommendations), please be advised that we have no objections to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation re</p>	<p>and informative added</p>

Stakeholder	Question/Comment	Response
	<p>ort, shall be submitted and approved in writing by the Local Planning Authority.</p> <p>c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved.</p> <p>d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. Air Quality Assessment</p> <p>In other to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people),</p> <ul style="list-style-type: none"> <li>• An Air Quality Neutral Assessment, taking into account emissions from the installation of temporary and permanent boilers, transport sources and all other sources of emissions shall be undertaken and submitted for approval.</li> <li>• Otherwise, the applicant will need to provide us a detailed AQ assessment of the proposed</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>development taken into consideration all emission sources for the purposes of reaching a conclusion on its significance effects on local air quality.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>4. NRMM</p> <p>a) Prior to the commencement of the development, evidence of site registration at <a href="http://nrmm.london/">http://nrmm.london/</a> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIA of EU Directive 97/68/ EC or both NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>5. Management and Control of Dust</p> <p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control (2014).</p> <p>6. Considerate Constructors Scheme</p>	

Stakeholder	Question/Comment	Response
	<p>Prior to the commencement of any works the site or Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>Informative:</p> <p>1. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<b>Flood and Water Management</b>	<p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report reference number 2021008-CRE-XX-XX-RP-C-000001 revision 01 dated October 2024 as prepared by Cr8 structures consultant, we have no observation to make on the above planning application. We are satisfied that sufficient information have been received in terms of assessing the above full planning application and if the site is to be built, operate, manage and maintain as per the above referred Flood Risk Assessment and Drainage Strategy report, we are content that the impact of surface water drainage have been adequately addressed.</p> <p>I hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	Noted. .
<b>LBH Building Control</b>	No objections subject to compliance with Building Control Regulations.	Noted.
LBH Arboriculture	<p>From an arboricultural point of view, I hold no initial objections but do have some queries (see concerns below).</p> <p>An arboricultural report has been submitted by Ecus Ltd dated 12/06/2024.</p>	Noted. Conditions added.



Stakeholder	Question/Comment	Response
	<p>The survey has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction. It includes arboricultural impact assessment (AIA), arboricultural method statement (AMS), construction exclusion zones (CEZ), and tree protection plan (TPP).</p> <p>I concur with much of the document including the tree quality classification.</p> <p>In summary:</p> <ul style="list-style-type: none"> <li>• 54 individual trees were surveyed</li> <li>• X1 category A, 39 category B, 14 category C, and no category U</li> </ul> <p>22 trees are to be removed. These include 15 category Bs and 7 category Cs.</p> <p>There is incursion into the root protection areas (RPAs) of seven trees (T004, T011, T016, T024, T026, T029, &amp; T041). The incursions into the RPAs is &lt;10 and along with the proposed measures is minimal, and acceptable.</p> <p>New paths are to be a cellular confinement design within the RPAs.</p> <p>The location is outside the Conservation Area, and there are no Tree Preservation Orders (TPOs).</p> <p>However, the location is at the crossroads of an excellent green corridor in conjunction with the rail line, the mature Plane avenue along Seven Sisters Road to the northeast, local gardens, open spaces, and the boundary trees that curtail Fredrick Messer Estate.</p> <p>The surrounding radius and area has the following designated areas including Ramsar, Special Protection Areas, Special Areas of Conservation, Wetlands, Special Site Scientific Interest, Local Nature Reserves, SINCs, and Ancient Semi Natural Woodland.</p> <p>It is hence vital that the green corridor is kept intact and enhanced where possible rather than being fragmented.</p> <p>CAD software has been used to calculate canopy loss and gain.</p> <p>The following is noted and summarised:</p> <ul style="list-style-type: none"> <li>• Existing canopy cover within the red boundary 3, 886.2m<sup>2</sup> equating to 65.7% of the site</li> <li>• Removal of the trees and facilitated pruning will be a loss of 46.5% canopy cover</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>Post tree planting:</p> <ul style="list-style-type: none"> <li>• Post canopy cover after completion 2,171.7m<sup>2</sup></li> <li>• Early mature tree canopy after 20 years post construction equates to 3, 549.4m<sup>2</sup></li> </ul> <p>Whilst the canopy cover gain is measured against the post development canopy cover, and not the original pre development canopy cover, there will be an initial gain in canopy cover as these are early mature trees.</p> <p>A good diversity of urban fitness trees have been suggested in the design statement along with a good matrix of ground cover, shrub layer planting.</p> <p>4.7.6 within the tree report reflects the proposed tree planting by using the 5-10-20-30 formula.</p> <p>Biodiversity Net Gain, and Urban Green Factors have been satisfactorily met.</p> <p><b><u>Concerns</u></b></p> <p>An area I do have concerns about is the removal of the Maples on the northeast boundary adjacent to St Ann's Road. These trees form part of the green corridor opposite the rail bank. We will require assurances that adequate tree planting will be carried out within this area and that the corridor is not affected.</p> <p>An ecological report has been carried out however, there is no bat report.</p> <p>A five year aftercare maintenance programme will be required for establishing independence in the landscape for the trees. Any dead trees will need to be replaced.</p> <p>An Arboriculturist will need to be kept on until completion of the project.</p> <p><b><u>Conclusion</u></b></p> <p>Providing the above concerns are addressed and clarified I see no major significant issues. Every part of the tree report will need to be conditioned, including figure 5 (TPP), along with site specific arboricultural method statements.</p>	<p>This would be secured in the landscaping condition but is agreed.</p> <p>Ecology report covers all relevant species.</p>

Stakeholder	Question/Comment	Response
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>Waste Comments</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design">https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design</a></p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would</p>	<p>Noted. Condition and informative attached.</p>

Stakeholder	Question/Comment	Response
	<p>expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a></p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="http://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in</p>	

Stakeholder	Question/Comment	Response
	<p>writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a>.</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface 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 water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes.</p>	

Stakeholder	Question/Comment	Response
	<p>The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <a href="https://www.gov.uk/government/publications/groundwater-protection-position-statements">https://www.gov.uk/government/publications/groundwater-protection-position-statements</a>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	
Designing Out Crime Officer	<p>Thank you for allowing us to comment on the above planning proposal, please find our representation for the above application to London Borough of Haringey</p> <p>Section 1 - Introduction: With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>At this stage we have met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns regarding the design and layout of the development. There is mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime or crime</p>	

Stakeholder	Question/Comment	Response
	<p>prevention. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, in light of the of challenges of the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office</p>	
<p><b>London underground / DLR</b></p>	<p>Thank you for your consultation.</p> <p>Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground/DLR railway infrastructure. The site is directly above Victoria Line Tunnels.</p> <p>Therefore, we request that the grant of planning permission be subject to the following separate numbered conditions to be discharged in a phased manner as and when they are completed.</p> <p>1. Before the pre-commencement stage begins, no works shall be carried out until the</p>	<p>Noted. Conditions added.</p>



Stakeholder	Question/Comment	Response
	<p>following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) provide an overview of the overall development including both design on temporary and potential long term works;</p> <p>b) identify and accommodate all existing London Underground structures;</p> <p>c) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the pre-commencement stage;</p> <p>d) an assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.</p> <p>2. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) prior to commencement of each phase of the development provide details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent);</p> <p>b) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and potential long term changes in loading for the sub-structure construction stage.</p> <p>3. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <p>a) provide details on the use of tall/heavy plant for the super-structure construction stage;</p> <p>b) provide an assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading for the super-structure construction stage.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p>	

Stakeholder	Question/Comment	Response
	<p>This response is made as a Railway Infrastructure Manager under the “Town and Country Planning (Development Management Procedure) Order 2015”. It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p>	
<b>Environment Agency</b>	<p>Thank you for consulting us on the above planning application on 11 December 2024. As part of the consultation, we have reviewed the following submitted documents:</p> <ul style="list-style-type: none"> <li>• Document titled ‘Ground Investigation Report Geo-environmental Interpretation’ prepared by Concept Engineering Consultants (dated April 2023, ref.: 22/3737).</li> <li>• Document titled ‘Flood Risk Assessment &amp; Drainage Strategy Report’ prepared by CRE8 Structures (dated October 2024, ref.: 2021008-CRE-XX XX-RP-C-000001).</li> </ul> <p><b>Environment Agency position</b>  The proposed development will be acceptable if the following conditions are included on the planning permission’s decision notice. Without these conditions we would object to the proposal in line with paragraph 187 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be contributing to or put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.</p> <p><b>Condition 1 - Unexpected contamination</b>  If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason To ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 187, 196, and 197 of the National Planning Policy Framework.</p> <p><b>Condition 2 - Investigative boreholes</b></p>	<p>Noted. Conditions added.</p>

Stakeholder	Question/Comment	Response
	<p>A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.</p> <p>Reason To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution in line with paragraph 187 of the National Planning Policy Framework.</p> <p><b>Condition 3 - Piling</b>  Piling, deep foundations, or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>A foundation works risk assessment will be required should deep piled foundations be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) available at the following website: [ARCHIVED CONTENT] (nationalarchives.gov.uk)</p> <p>Reason To ensure that the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection. Condition 4 - Infiltration drainage No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.</p>	



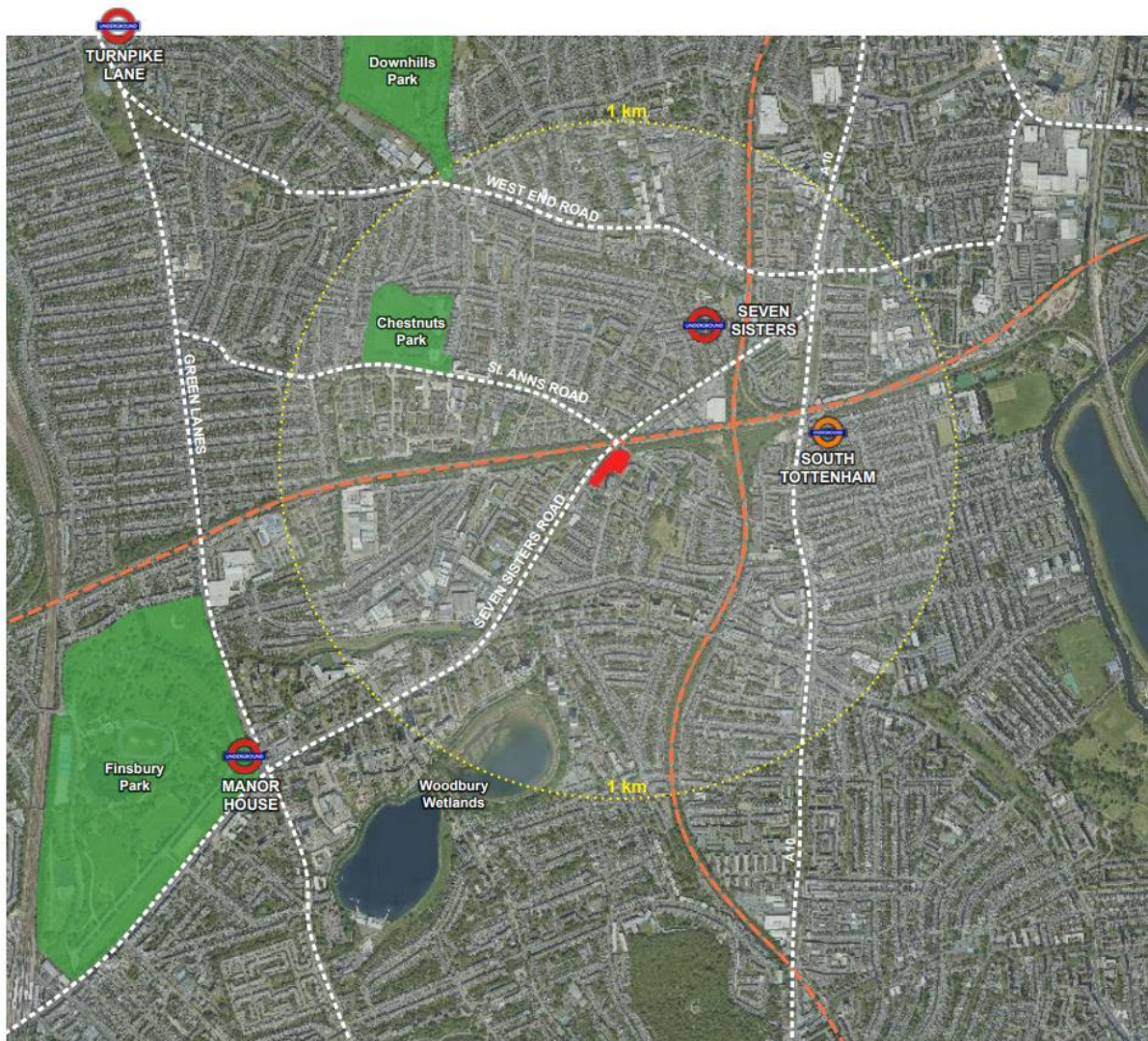
	<p>Affordable Housing is <u>poor</u> quality in undesirable location.</p> <p>-----</p> <p>1. Traffic and Parking Issues: The addition of 66 residential units in this area will significantly increase traffic and parking demand on already congested roads. Seven Sisters Road and St Ann's Road frequently experience heavy traffic, particularly during peak hours. Without clear provisions for adequate parking and traffic management, this development will exacerbate road safety issues and inconvenience for local residents.</p> <p>2. Impact on Local Amenities: The area is already under strain with limited access to essential amenities, such as healthcare facilities, schools, and open spaces. The influx of residents from this new development will place additional pressure on these resources, negatively affecting the quality of life for both new and existing residents.</p>	<p>considered overdevelopment.</p> <ul style="list-style-type: none"> <li>• The proposal provides much needed affordable housing, where there is a shortage of supply. All homes would meet or exceed national space standards, and each have their own private amenity space. The site is located within TfL's Zone 3 with very good access to public transport and local amenities. All development is required to meet national building standards.</li> </ul> <p>-----</p> <ul style="list-style-type: none"> <li>• The proposal is a 'car free' development located within walking distance of public transport links. Residents will not be permitted to apply for parking permits. Only 7 car parking spaces will be provided for people with disabilities. As such, there will not be a significant increase in transport and parking pressures.</li> <li>• The proposed development will provide much needed housing, including those in housing need within the borough. The proposal is a medium sized development with 66 households which is not considered excessive</li> </ul>
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	<p>3. Loss of Light and Privacy: The proposed six-storey buildings will dominate the skyline and overlook neighbouring properties, causing a loss of privacy for nearby residents. Additionally, the height and density of the buildings may block natural light to adjacent homes, creating an oppressive living environment.</p> <p>4. Character and Appearance of the Area: The proposed design is out of scale and character with the surrounding area. The height and bulk of the six-storey buildings are inconsistent with the existing architectural landscape, which consists primarily of low- to mid-rise structures. This could adversely impact the visual appeal and character of the neighbourhood.</p> <p>5. Noise and Disturbance: The construction phase and subsequent increased residential activity could result in significant noise and disturbance for nearby residents. This is especially concerning for those working from home or with young children.</p> <p>While I support the provision of affordable housing, I believe this application fails to adequately consider the above concerns. I urge the Council to require a revised proposal that addresses these issues, with more appropriate scale, infrastructure improvements, and a commitment to mitigating the adverse impacts on local residents.</p>	<ul style="list-style-type: none"> <li>• The proposed 6-storey structures would be significantly below the scale of nearby residential blocks, including the 17 storey Oatfield House. The proposal would be surrounded by green space to the rear and set back from the building line of Seven Sisters Road, behind the existing mature planning. As such, the proposal would be set back from neighbouring properties with no significant impact on the amenity of these properties.</li> <li>• The surroundings are a mix of low, mid and high rise buildings, including the 17 storey Oatfield House next door to the site. At 6 storeys, the proposal is significantly lower. The proposal is located on previously developed land which fronted Seven Sisters Road. Whilst the proposal is taller than the 3 storey properties lining Seven Sisters Road, the proposal would be set back from the traditional building line.</li> <li>• Construction noise and disturbance is temporary and is subject to restricted hours. A construction management plan is a condition of any planning permission. The site was historically occupied by development and 66 new, much needed, homes is not out of context in this location</li> </ul>
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## APPENDIX 3 PLANS AND IMAGES

### Location Plan





## Aerial View



## Layout Plan.





## North West Elevation (from Seven Sisters Road) - Block 1



## North West Elevation (from Seven Sisters Road) - Block 2



View From Seven Sisters Road



View From St Ann's Road



## **APPENDIX 4 PLANNING COMMITTEE PRE-APPLICATION BRIEFING, 3<sup>RD</sup> JUNE 2024.**

PPA/2021/0030 SIR FREDERICK MESSER ESTATE

Proposal: Erection of 66 new homes within two, six storey blocks providing 100% social rent homes, 10% wheelchair accessible homes, cycle parking, hard and soft landscaping, and all other associated works.

Minutes:

Gareth Prosser introduced the report for erection of 66 new homes within two, six storey blocks providing 100% social rent homes, 10% wheelchair accessible homes, cycle parking, hard and soft landscaping, and all other associated works.

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

A letter would be delivered to all residents on the estate in regard to the consultation on this proposal. An earlier consultation which had a larger footprint garnered positive engagement. There would be no single aspect units in this development. All 3 bedrooms flats would have separate kitchens and living rooms.

There were ongoing discussions regarding parking in this development, it was a very live issue to ensure that there would not be a further impact on parking. Officers were trying to rationalise the existing arrangement; this would be picked up further with the transport team.

There were no category A trees are being lost, the majority of mature trees were category B. Officers could not build higher than six storeys, this set a benchmark and was the reason for concentrating a tall building in one location.

There would be an L shaped kitchen/diner area.

There were concerns around the size of the lifts in the development, these would be taken back to the applicant.

The Triangle centre was close to Frederick Messer estate. This was a well-used children's and community centre.

At the moment, the focus was on the landscape aspect of the development. However, introduction of a substantial non-residential element would exponentially change the infrastructure costs in terms of fire safety. It was important to try and find the balance in viability in terms of how much extra could be given to the estate. There would be a red line boundary around this site and that would be the key focus for the plan. However, officers were looking at a much wider estate strategy to try and tie in the different areas mentioned.

The QRP approved the principles in the way that the deck access had been laid out, they would welcome further design development to see how officers could look at the detail of it.

Currently the aim would be for this development to have social rent.

Officers had taken comments from QRP in regard to parking on board, officers had been asked to maximise the amount of wheelchair spaces; this would put pressure in this area. There was work in the pipeline to bring all enforcement to the parking service.

## **APPENDIX 5 QUALITY REVIEW PANEL**



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**Haringey Quality Review Panel**

**Report of Chair's Review: Sir Frederick Messer**

Wednesday 2 October 2024  
Alexandra House, 10 Station Road, London N22 7TY

**Panel**

Andrew Beharrell (chair)  
Joanna Sutherland

**Attendees**

Alicia Croskery	London Borough of Haringey (observing)
John McRory	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Ashley Sin-Yu Ng	London Borough of Haringey (observing)
Tania Skelli	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

**Apologies / copied to**

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

**Confidentiality**

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

**REPORT**

Report of Chair's Review Meeting  
2 October 2024  
HQR123\_Sir Frederick Messer

Planning Sub-Committee Report

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### 1. Project name and site address

Sir Frederick Messer Estate, St Ann's Road, London N15 6NP

### 2. Presenting team

Andrew King	Haringey Council
Kevin Tohill	Haringey Council
Adrian Miles	Avanti Architects

### 3. Planning authority briefing

The Sir Frederick Messer Estate is a residential estate located on the southern corner of the junction of St Ann's Road and Seven Sisters Road. It includes several residential buildings, up to 17 storeys in height, and is surrounded by a mix of residential and mixed-use buildings, predominantly two-to-three storeys in height.

The site is adjacent to the Seven Sisters Road area of change and the locally listed Woodberry Tavern. The adjacent railway line is designated as a Grade II site of importance for nature conservation and is an ecological corridor. The St Ann's Conservation Area is a short distance northwest. The site has a Public Transport Accessibility Level (PTAL) rating of five.

The site for this proposal is the open area of lawn on the western side of the estate, which is currently underutilised other than as an undulating landscape buffer between Seven Sisters Road and the existing estate buildings.

The proposal is for 66 new homes in two blocks of six storeys. One hundred per cent of the homes will be social rent, exceeding the minimum Greater London Authority and Haringey policy requirements. Ten per cent of homes will be wheelchair accessible, with the remaining homes meeting M4(2) accessible and adaptable dwellings standards. The mix also provides a high level of larger two- and three-bedroom homes to address the crisis in family accommodation.

Officers would welcome the panel's views on the revised design approach, residential layout quality, relationship with the public realm, and landscaping.





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### 4. Quality Review Panel's views

#### *Summary*

The Haringey Quality Review Panel remains supportive of the principle of development and key design moves. While greater changes since the last review would have been welcomed, it understands and respects the justifications for the decisions made. The panel encourages the project team to address its final detailed comments to make the scheme as successful as it can be.

The panel asks that the ground floor layout is reconfigured to improve liveability by rationalising the servicing spaces, creating active frontages, and making the maisonettes dual aspect. The corner flats on the upper floors would be more usable if the 'L'-shaped block could be moved slightly to the west, relieving this sharp angle.

The panel asks for a holistic approach to the planting, topography and boundary treatments to improve the privacy and security of the ground floor homes. The indented balconies on the ground floor are likely to be underused, and should be removed. Additional ground floor private terraces should be provided on the south-facing courtyard side of the blocks underneath the walkways. The car parking would be improved by adding trees between the bays. The built-in planters are an elegant solution for defensible space on the upper floor walkways. The project team should find ways to encourage residents to take ownership of the deck access spaces.

While the clean architectural approach is supported, the panel emphasises that high-quality materials and well-resolved details must be safeguarded and delivered for this to be successful. The detailing of the mesh soffits and walkways balustrades would particularly benefit from further development. The panel recommends bringing more greenery into the proposals through vertical climbing plants, especially on the gable end elevations, relieving the monotony of the brick.

#### *Scheme layout*

- It is positive that a second maisonette has been added, but the quality of accommodation in the maisonettes could be greatly improved if they were dual aspect at ground floor level. As well as the benefits of light, ventilation and views from two sides, this would allow them to have front doors off the courtyard like the other homes, rather than isolated access on the St Ann's road side.
- The panel recognises the challenges of achieving the spatial requirements and carry distances for bins, bicycles and plant. However, the ground floor layout of the ancillary spaces has been designed to meet regulations rather than to maximise liveability.
- The layout should be reconfigured, rationalising the servicing and providing higher quality maisonettes at the same time. This may require the maisonettes to be narrower, but would create active frontages, dual aspect homes, and less complex ancillary spaces. The panel encourages local authority building



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control officers to be open to negotiation on the servicing layout in order to achieve these benefits.

- The flats on the northern corner of the scheme at the upper levels have sharply angled living rooms that will be difficult to furnish, and the triangular spaces are not very usable.
- These layouts would be improved if the gap between the two blocks were slightly narrowed by moving the 'L'-shaped block westward away from the roads to relieve the acute angle and create better quality spaces.

### *Landscape and amenity space*

- The panel is concerned about the privacy and security of the ground floor homes on the St Ann's Road and Seven Sisters Road sides of the site. While the landscape mounds will help to provide privacy for these residents, this area is currently open for anyone to walk into the wooded area directly outside their homes. Residents may feel vulnerable, especially after dark, which could lead to them putting up their own privacy screens.
- The planting, topography and boundary treatments should be explored together to provide better defensible space and security at ground floor level.
- The project team should consider continuing the existing fence around the site perimeter along the footpath into the development between the two blocks, to discourage people from walking into the wooded area.
- The panel recommends removing the indented terraces from the two one-bed flats on the ground floor. As these are northwest-facing, inset, and sit behind the landscaped mounds and trees, they will not receive adequate light. The private amenity provision for these homes should be rethought.
- The panel suggests providing additional private terraces for the ground floor homes on the courtyard side of both blocks. This will help to compensate for their more exposed position in the development.
- There is space for private terraces underneath the deck access structures without obstructing the footpaths, and planters could be used to form soft boundaries between the public and private spaces. These terraces are likely to be well-used as they will benefit from being south-facing, less public and more protected from St Ann's Road and Seven Sisters Road than the terraces on the northeastern and northwestern façades.
- The panel asks that the Blue Badge parking layout is revised to retain as many existing trees as possible, or to replant new trees between the bays, to improve this part of the scheme which is dominated by hard landscaping.



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- The built-in planters on the upper floor walkways are an elegant solution for defensible space in front of these homes. The panel asks that this feature is embedded in the design to ensure that it will be delivered.
- Further detail on the planter design is also required. The height should be low enough to not interfere with opening windows. The project team should consider providing the first residents with a starter pack to ensure that the planters will be well-used and maintained.
- The panel also thinks that more could be done to encourage residents to occupy and take ownership of the walkway spaces, curating the space outside their homes and promoting neighbourliness. The width, for example, should allow for a chair or a bicycle without blocking fire escape routes.

### *Architecture, materials and quality*

- The panel is supportive of the clean architectural approach, but cautions that high-quality materials and well-resolved details are essential to prevent the simple aesthetic from appearing mediocre.
- The elevations of the building gable ends would benefit from further work. The use of white brick has a clear contrasting function on the internal courtyard façades, but the rationale is less clear when partially applied here.
- The panel recommends bringing more greenery into the elevations throughout the proposal to relieve the monotony of the brick. The gable ends are good opportunities for vertical planting. This does not need to be an expensive green wall system, it could simply be climbing plants from shallow planters in the ground, as frequently found for example in Amsterdam.
- Metal mesh could be an interesting solution for the soffit treatment. The panel suggests further thought on the upstand detail, the setting out of any visible fixings, and how the concrete columns are navigated – whether the soffits are cut around them, or whether a lintel is required.
- The panel understands that the balustrades of the walkways must be imperforate for fire safety reasons. The current design is one acceptable solution. However, the panel suggests exploring alternatives, considering an angular or waved profile to create interest and a sense of lightness, while bearing ease of cleaning in mind.
- The project team should ensure that sufficient budget is set aside and safeguarded for the brick specification. The quality of the product used will have a significant impact on the scheme's appearance, and should increase its longevity.
- The white-tinted mortar treatment for the white brick external walls is a positive feature. The panel is reassured to hear that full scale sample panels (including this detail) will be constructed as part of the planning sign-off process.

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HQR123\_Sir Frederick Messer



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- The panel suggests that the local authority also conditions other key details, such as the window reveals, metal mesh soffits and important junctions, to secure quality through to delivery. It is particularly important to safeguard the materials and detailing of the soffits through the value engineering process, as these will be seen by residents every day.

### *Next steps*

- The Haringey Quality Review Panel is confident that the remaining issues can be resolved in collaboration with officers. Sir Frederick Messer does not need to return for another review.



