

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2023/2584

Ward: Alexandra Park

Address: 13 Bedford Road N22 7AU

Proposals

Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12 no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and photovoltaic (PV) panels at roof level

Applicant: Mr A Christodoulou

Agent: Mr Chris Georgiou

Ownership: Private

Case Officer Contact: Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme represents sustainable development, optimising the potential of the site for a high-quality mixed use development which responds appropriately to the local context.
- The development would provide 250sqm of quality flexible commercial floorspace that would potentially generate 10/12 jobs, an uplift over the existing 4 jobs.
- The development would provide 12 homes, contributing towards much needed housing stock in the borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The impact of the development on residential amenity is acceptable.

- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development would have a neutral impact on the significance of the listed building, nearby conservation areas and the listed registered park and garden;
- The development would achieve a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 100% (BNG) improvements which is significantly in excess of the mandatory 10% net gain required;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Director of Planning and Building Standards that secures the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 21/08/2025 within such extended time as the Head of Development Management or the Director of Planning & Building Standards shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary - Planning Application HGY/2023/2584 (the full text of recommended conditions/informative is contained in Appendix 2 of the report.

Conditions

1. Three years
2. Drawings
3. Detailed Drawings and External Materials
4. Boundary Treatment
5. Hard and Soft Landscaping
6. Site levels
7. External Lighting
8. Secure by Design Accreditation
9. Secure by Design Certification
10. Contaminated Land
11. Unexpected Contamination
12. Non-Road Mobile Machinery (NRMM)
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan and waste Management Plan
16. Cycle Parking
17. Car parking Management Plan
18. Energy Strategy
19. Overheating Report
20. Sustainability Strategy
21. Living roofs and walls
22. Biodiversity Measures
23. BREEAM
24. Detailed Basement Impact Assessment
25. Piling (Thames Water)
26. Piling and Deep Foundations (Environment Agency)
27. Underground Strategic Water Main (Thames Water)
28. Surface Water Drainage (LBH Flood and Water Management Lead)
29. Management/Maintenance (Flood and Water Management Lead)
30. Remediation Strategy and Verification Plan (Environment Agency)
31. Verification Report (Environment Agency)
32. Satellite dish/television antenna
33. Extract flues/fans
34. Telecommunications infrastructure
35. Fire safety
36. Noise from Plant/Equipment
37. Commercial Units – Noise Attenuation
38. Commercial units - Hours of operation
39. Restriction to Use Class
40. Commercial Shopfront
41. Shopfront Advertising Signs

- 42. Air Quality Neutral
- 43. Architect Retention
- 44. Wheelchair Accessible Dwellings

Informatives

- 1) Positive and Proactive
- 2) Permission subject to a 106 legal agreement
- 3) CIL
- 4) Hours of Construction
- 5) Party Wall Act
- 6) Naming and Numbering
- 7) Fire Brigade
- 8) Asbestos
- 9) Metropolitan Police Service Designing Out Crime
- 10) Thames Water - Groundwater Risk Management Permit
- 11) Thames Water - Water Pressure
- 12) Water Consumption

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

1. Affordable housing Provision

- Financial contribution towards the provision of offsite affordable housing.

2. Viability Review Mechanism

- Early stage viability review.
- Late stage viability review.

3. Section 278 Highways Agreement

- 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 TMOs required to enable the occupation of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to:
 - (a) The provision of a new wheelchair accessible car parking space with a separate electric vehicle charging facility, type of EV charge to be agreed by the highways authority, and a cycle hanger;

- (b) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development;
- (c) Reinstatement of footways where the current vehicle crossovers are located, as they will become redundant as a result of the development;
- (d) 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 shall be submitted for approval before any development commences on site.

4. Sustainable Transport Initiatives

- £4,000 towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits.
- Car Club – the applicant will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of; along with providing three years free membership for up to two residents of each residential unit and a credit of £100 per year/per unit for the first 2 years.
- Monitoring of commercial travel plan contribution of £3,000 per year for a period of 5 years.
- Monitoring of residential travel plan contribution of £3,000 per year for a period of 5 years.
- £20,000 towards parking management measures.

5. Construction Logistics Plan

- £15,000 towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.

6. Street Trees

- Feasibility to be carried out to see whether street tree planting can be carried out outside the site, prior to the commencement of development; and if so payment to cover the cost of tree planting In the event that trees cannot be planted on the street outside of the site a payment in lieu shall be made towards greening in the local area (amount to cover the cost of planting two trees to be agreed with the arboricultural officer)

7. Carbon Mitigation

- Be Seen commitment to uploading energy data.
- Energy Plan.
- Sustainability Review.

- Estimated carbon offset contribution (and associated obligations) of £6,288 (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.

8. Employment Initiative

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

9. Monitoring Contribution

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

2.5 The above obligations are considered to meet the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

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

2.7 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement failing to secure a financial contribution towards off-site affordable housing the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meets the housing aspirations of Haringey's residents. As such, the proposal would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement to pay for any necessary highway works 2) A contribution towards parking management measures. 3) A contribution to monitor the Construction Logistics Plan 4) A contribution towards permit free with respect to the issue of Business Permits for the CPZ. 5) Implementation of a commercial travel plan and monitoring free 6) Implementation of a commercial travel plan and

monitoring fee; would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.

3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
5. The proposed development in the absence of a legal agreement securing a feasibility study to see whether street tree planting can be carried out outside the site, and tree planting being provided or a contribution to greening being secured, the scheme would fail to improve the environmental conditions on the street. As such, the proposal is contrary to Policy SP13 of Haringey's Local Plan 2017.
- 2.8 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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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

3.1.1 Planning permission is sought for the demolition of the existing building and the erection of 5 storey building with basement to facilitate a mixed-use development on the ground floor and 12 homes on the above four floors.

3.1.2 A plant room/service room would be located in the new basement. The proposal would also provide, landscaping and other associated works.

3.1.3 The proposal can be broken down as follows:

Residential

3.1.4 The proposed new homes would consist of:

- 3 x 1 bed;
- 6 x 2 bed; and
- 3 x 3 bed homes.

3.1.5 The homes are proposed to have private amenity space in the form of a balcony and there would be 16 square metres of communal amenity space located on the flat roof in front of the deck access at first floor level.

Commercial

3.1.6 The ground floor would consist of 250 square metres of flexible Class E encompasses a broad range of commercial, business, and service uses commercial floorspace, which would be split into 2 separate units.. Separate residential and commercial cycle parking and refuse storage would also be located at ground floor level.

Basement

3.1.7 The basement would be 73 square metres in area and consist of the plant / service room.

Materials

3.1.8 The proposed development would be contemporary in design and style faced in primarily red and buff brick and the top floor would be faced in grey powder coated aluminium composite cladding. The building would include a grey aluminium window and door system and metal balustrades to all balconies.

Soft and hard landscaping

- 3.1.9 The proposal would include soft landscaping in the form of planters integrated into each balcony. Green roofs will be incorporated where structurally possible. The rear elevation of the building would comprise of a 'Green Wall', which would be achieved through a system of planters at each level. Vertical support cables will facilitate the growth of climbing plants.

Access

- 3.1.10 The residential and commercial entrances would be located off Bedford Road. The commercial bike/refuse store and residential refuse store are also to be located off Bedford Road. The residential cycle store would be accessed internally. Access to the upper floor dwellings would be via a lift.

Parking and highways

- 3.1.11 The proposed scheme would be a 'car free' development. There are no off-street blue badge parking bays currently proposed; however, there are currently 3 pre-existing on street bays.
- 3.1.12 In terms of cycle parking, 23 long-stay and 2 short-stay bike stands are proposed, and 1 long-stay and 1 short-stay stands for the commercial use.

3.2 Site and Surroundings

- 3.2.1 The property is currently occupied by Alexandra Auto repairs Limited (Formerly Alexandra Motors) which operates as a car repair business and MOT Centre. It comprises a two-storey building fronting Bedford Road with a glazed frontage at ground level, together with a hardstanding area for the parking of cars. Due to the sloping land levels the building reads as a single storey building along Alexandra Park Road frontage. The existing building is of limited architectural merit and is surrounded by a wide range of buildings styles.
- 3.2.2 The site is located on the corner of the junction of Bedford Road and Alexandra Park Road and is directly opposite the railway alignment for the main line from King's Cross train station. To the north is a four-storey mansion block, to the south fronting Bedford Road is the row of two storey Edwardian houses. Immediately west of the site fronting Alexandra Park Road is a car park followed by a two-storey purpose built block of flats, and further west is mainly two storey semi-detached houses.

Fig 1: site location in context



- 3.2.3 The site is within a designated Critical Drainage Area. The site itself does not form part of any Site Allocation and can be described as a brownfield 'windfall' site.
- 3.2.4 The site does not comprise any statutory or locally listed buildings and is not located within a conservation area. Alexandra Palace and Park Conservation Area is 88 metres to the south and Wood Green Common Conservation Area is located to the east on the other side of the railway line. Alexandra Palace, which is located within the Alexandra Palace and Park Conservation Area is a Grade II listed building which lies within a Grade II registered Park and Garden known as Alexandra Park. The site is located opposite an Ecological Corridor which runs alongside the railway line. Alexandra Park to the south is designated within

Metropolitan Open Land, Local Nature Reserve and Site of Importance for Nature Conservation (SINC) Borough Grade 1.

- 3.2.4 The site has a public transport accessibility level (PTAL) of 5, considered to have 'very good' access to a number of bus routes and other public transport services. The nearest train station to the site is Alexandra Palace National Rail Station which is located opposite the site. Also, Wood Green Underground Station, is only a 13 minute walk to the site.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The most relevant planning history was a refused planning application - HGY/2024/1684 - which sought planning permission for a change of use from a garage and MOT centre (Use Class B2) to a garage, MOT centre and car wash (Sui Generis). The application was refused for the following two reasons:
- 3.3.2 The proposal fails to provide sufficient information to demonstrate that there would be sufficient space for car parking in connection with the existing MOT use and ancillary car wash use, as such potentially leading to congested parking on site and an overflow of parking on nearby roads, as such affecting conditions for the free flow of traffic and safe operations of Bedford Road and adjoining roads, contrary to Policies DM2 and DM33 of the Haringey Development Management DPD (2017), Policy SP7 of the Haringey Local Plan.
- 3.3.3 The associated activity with a car wash on this site, in specific in the use of pressure washers and vacuums, in combination with the open nature of the site in which this use is being carried out and the close proximity to neighbouring properties, results in a level of noise and disturbance viewed to have a harmful effect on the living conditions of nearby occupiers contrary to Policies DM1 and DM23 of the Haringey Development Management DPD (2017) and Policies 7.15 and 7.6 of the London Plan (2016).

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The proposal was presented to Haringey's Quality Review Panel (QRP) on 20th November 2024, the Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows:

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the

Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance. Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

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

(The QRP's full written response is included under Appendix 4)

Public Engagement

- 4.1.3 The planning application was submitted in September 2023. Following officer advice, the applicant agreed to follow the Council's engagement process which includes presenting the scheme to the Quality Review Panel, and to Members of the Planning Sub-Committee. This would usually have taken place before the formal submission. The application has now been through this process.
- 4.1.4 The applicant also undertook their own public consultation exercise on the proposals which consisted of sending letters to the local community informing residents of the proposed scheme. A community engagement event was also held, where the applicant presented their proposal to the community and responded to questions and feedback. A website has also been developed by the applicant allowing people to view the scheme and provide comments online. The feedback from the event is included under Appendix 6.

Planning Committee Pre-Application Briefing

- 4.1.5 The proposal was presented to the Planning Sub Committee at a Pre-application Briefing in March 2025. The minutes are attached in Appendix 5

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development.

Conservation Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Building Control

No objections.

Trees

No objection raised, subject to conditions.

Nature Conservation

No comments.

Lead Pollution

No objection, subject to conditions and informative.

Public Health

No objection.

Surface and flood water

No objections, subject to conditions.

Carbon Management

No objections, subject to conditions and S106 obligations.

Noise Pollution

No comments

Inclusive Economy

No objection.

EXTERNAL

Thames Water

No objection subject to conditions and informatives.

Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

Environment Agency

No objections, subject to conditions

Crossrail 2

No comments received

Transport for London

No objections raised, subject to conditions, S106 and S278 legal clauses

London Fire Brigade

No comments received

5. LOCAL REPRESENTATIONS

5.1 In terms of consultations:

- Neighbouring properties were sent letters
- Site notices were erected in the vicinity of the site
- A p notice was put into the local press

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

No of individual responses: 46
Objecting: 39
Supporting: 7

5.1.2 The following local groups/societies made representations:

- An objection was received from The Muswell Hill and Fortis Green Association

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

Land Use and housing

- Concerns with the loss of the current use
- Concerns with the employment floorspace proposed
- Current local garage is well used
- Concerns the commercial units will have an impact on the vitality of Palace Gates Road/Crescent Road
- Concerns with the standard of residential accommodation
- Concerns with the internal layout of the building
- Concerns with the design of the M4(3) and M4(2) dwellings
- Concerns with the outdoor private amenity space provision
- Concerns with the housing mix
- Inappropriate land use

Size, Scale and Design

- Excessive height and scale in relation to the site
- Overbearing
- Poor design
- Eyesore
- Overdevelopment of the site

- Impact on the character and appearance of the area
- Design and scale out character
- The building extends over the building line
- Details of the balcony screening should be provided at this stage
- Choice in materials fails to address immediate area
- Conversion of the existing building should have been considered
- The development will set a precedent
- Insufficient streetscape context has been provided
- The developer may want to consider their choices of glazing and ventilation
- The development is not appropriate in relation to the surrounding buildings

Impact on neighbours

- Close proximity to the boundaries of adjoining residential properties
- Overlooking/loss of privacy
- Loss of daylight and sunlight
- Overshadowing
- Poor outlook
- Commercial use detriment to residential amenity
- Loss of outlook

Parking, Transport and Highways

- Traffic congestion
- Road safety concerns
- Construction vehicle concerns
- Concerns with delivery and servicing vehicles
- Inadequate parking provision
- Parking pressure
- There is no parking provision provided for the wheelchair accessible home
- The cycle store does not provide space for all types of cycles
- It is recommended that the developer engage with the Alexandra Palace & Park Charitable Trust on their Construction Management Plan regarding events held throughout the year which sometimes require the closure of Alexandra Palace Way

Environment and Public Health

- Impact on Alexandra Park
- The developer should ensure that their promotional material includes information on the history of the Park and Palace
- CIL money should be used towards the upgrades, maintaining and improving the local area's existing open space
- No assessment of noise has been provided
- No assessment of possible odours from the commercial use has been provided

- Noise and odour from the proposal
- Noise pollution from plant enclosure
- No maintenance access is shown to the green roofs and green walls
- Noise and disturbance from refuse and recycling collection
- Noise and disturbance from on-going construction
- Noise and disturbance from the employment floorspace
- Hours of operation of commercial units
- Secure by design concerns
- Pressure on existing infrastructure
- Biodiversity loss

Other

- Poor engagement throughout the process
- Failure to comply with policy or supply evidence of compliance
- Concerns with the fire statement submitted
- No CGI views from different locations to assess visual impact
- Daylight/sunlight assessment provides discrepancies
- Evidence should be provided to support high construction cost in the viability assessment
- Design and Access statement provides inconsistencies
- Planning statement provides inconsistencies
- Insufficient survey carried out
- No basement plan provided
- No indication of mechanical plant size to the basement or roof
- Inconsistent perspectives have been provided
- Alexandra Palace and Park Charitable Trust will make representations as part of licence applications for any outdoor café areas or late-night takeaways in the commercial space
- The Quality Review Panel required further consultation prior to the application being submitted or prior to a decision
- Haringey's Flood and Water Management Lead require further information
- Transport for London require the applicant to demonstrate that parking onsite is not feasible to show why on street parking is necessary for a blue badge space
- The applicant's presentation to committee on 4th March 2025 contained inaccuracies.

Support

- Positive addition to the area
- The site is currently unattractive
- Noise pollution concerns from existing use
- Much needed development in the area
- Current eyesore
- The scheme is well designed

- The scheme blends well into the area
- The development will create jobs
- Car free
- The scheme provides cycle parking

5.2 The following issues raised are not material planning considerations:

- Loss of skyline

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

6. MATERIAL PLANNING CONSIDERATIONS

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

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

6.2 Principle of the development

National Policy

6.2.1 The 2024 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It also 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. Paragraph 86 of the NPPF (2024) seeks to be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

Development Plan

- 6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey's Development Plan includes the London Plan (2021), Haringey's Local Plan Strategic Policies (2017), the Development Management Policies Development Plan Document (2017), the Site Allocations DPD (2017) and the Highgate Neighbourhood Plan (2017).

London Plan

- 6.2.4 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance.
- 6.2.5 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.6 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 6.2.7 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.8 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.

The Local Plan

- 6.2.9 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 01 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.
- 6.2.10 Haringey's Local Plan Strategic Policies 2017 (referred to as the Local Plan hereafter) 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. The site itself does not form part of any Site Allocation and can be described as a brownfield 'windfall' site.
- 6.2.11 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.
- 6.2.12 Policy SP8 of the Local Plan states that the Council will support local employment and will support small and medium sized businesses in need of employment space.
- 6.2.13 The Development Management Development Plan Document 2017 (referred to as the DM DPD hereafter) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.2.14 Policy DM10 of the DM DPD states that the Council will support proposals for new housing as part of mixed-use developments.

5 Year Housing Land Supply

- 6.2.15 Overall, Haringey has a supply of deliverable sites over the next five years to deliver 10,504 homes. This equates to a housing land supply of 5.18 years. To demonstrate a 5 year housing land supply the Council must have land available to deliver 10,127 net additional homes over the five-year period April 2024 to March 2029.

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

Land Use Principles

- 6.2.17 The proposed development, would replace the existing car repair building with a mixed-use development comprising of new residential homes and employment floorspace.

Commercial / Employment Generating Use

- 6.2.18 Policy SP8 of the Haringey Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. Part B of Policy DM40 - Non-Designated Employment Land and Floorspace of the DM DPD states that on all non-designated employment site (such as this) the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use having regard to:

- a Feasible alternative employment uses;
- b The age and condition of the existing building(s) and the potential for refurbishment or adaptation, in particular to more flexible unit sizes;
- c Site layout, access, and relationship to neighbouring uses;
- d Periods of long-term vacancy; and
- e Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.

- 6.2.19 In this instance, the above employment policies are not definitively applicable to the existing MOT/car repairs centre (Use Class Sui Generis) as, in planning terms, this use is not identified as an employment use however does provide employment and therefore protected by the above policy. In order to compensate for the loss of the existing employment use, the proposal includes 250sqm of commercial (Class E) floorspace which would not only replace but would exceed the existing amount of employment floorspace (172 sqm), currently on site. The existing employment floorspace comprises of a building with a large part of the site providing hardstanding parking for vehicles. The proposed Class E floorspace has been designed to be flexible and to appeal to a broad range of occupiers. The floor plan submitted demonstrates that it can be split into 3, 4 and 5 smaller commercial units. The commercial units are located on the ground floor with a frontage on Bedford Road in order to ensure an active frontage is established with a good level of prominence for a future commercial occupier or occupiers. The proposed development includes a dedicated communal waste store for the commercial units which is accessed directly off Bedford Road.

6.2.20 The applicant has explored the different uses that fall within Class E of the Use Classes Order in order to provide greater flexibility and therefore a greater probability that the unit(s) would be let from the outset, to ensure their long-term success. The site's location away from the local town centre on Palace Gates Road has meant that most traditional town centre uses would not be attracted to the location of the site. The site is also in close proximity to neighbouring residential properties and would therefore generate low footfall, particularly for retail uses. Operators would only be attracted to the proposed units if they are able to sustain business directly from residents in the development as well as in the existing surrounding community.

6.2.21 The car repairs/MOT employment use is understood to have previously supported 4 jobs. The proposed scheme would support an increase in employment opportunities, potentially 10 to 12 jobs. The final number of employees will likely vary depending on the end user.

Residential Use

6.2.22 The proposal would introduce 12 self-contained homes that would contribute to much needed housing stock and the borough's identified housing targets.

Conclusion

6.2.23 The principle of a mixed-use development on this site is considered acceptable as it would potentially provide flexible commercial space that in turn would increase the number of potential jobs on the site and also provide new homes which will contribute to the borough's housing stock.

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

6.3 Affordable Housing and Housing Mix

Affordable Housing

National Policy

6.3.1 The NPPF 2024 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site unless off-site provision or an appropriate financial contribution can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities.

Regional Policy - London Plan

- 6.3.2 London Plan Policy H4 also states that affordable housing should be provided on site or provided as a cash in-lieu contribution in exceptional circumstances. Paragraph 4.4.10 of the London Plan indicates limited circumstances where cash in lieu contributions should be used, this includes relating to Small Sites which are defined as below 0.25 hectares. This site is 0.04 hectares. The London Plan goes on to set out that cash in lieu contributions can be used where on-site affordable housing delivery is not practical and the contribution will not be detrimental to the delivery of mixed and inclusive communities.
- 6.3.3 The Mayor of London's Affordable Housing and Viability (AHV) Supplementary Planning Guidance (SPG) states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate. It states that all schemes which propose cash in lieu payments are required to provide a detailed viability assessment as part of the justification.
- 6.3.4 The SPG states 'The starting point for determining in-lieu contributions should be the maximum reasonable amount of affordable housing that could be provided on-site as assessed through the Viability Tested Route. The value of the in-lieu contribution should be based on the difference in Gross Development Value arising when the affordable units are changed to market units within the appraisal. This is to ensure that where the on-site component of market housing is increased as a result of the affordable contribution being provided as a cash in-lieu payment, this does not result in a higher assumed profit level for the market homes within the assessment which would have the effect of reducing the affordable housing contribution'.

Local Policy

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

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

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

Viability Review

6.3.7 The applicants initially concluded that the proposed development with 100% private housing generated a deficit of £179,000 against the viability benchmark. The applicant's Affordable Housing & Viability Statement (AHVS) was independently assessed by BNP Paribas on behalf of the Council. The methodology section of BNP Paribas review states that 'to assess whether a development scheme can be regarded as being economically viable it is necessary to compare the residual land value (RLV) that is produced with a benchmark land value. Benchmark land value should be based on existing use value (EUV) plus a site-specific premium or an Alternative Use Value, in line with the requirements of the Planning Practice Guidance. If the Development generates a RLV that is higher than the benchmark it can be regarded as being economically viable and therefore capable of providing additional affordable housing. However, if the Development generates a RLV that is lower than the benchmark it should be deemed economically unviable, and the quantum of affordable housing should be reduced until viability is achieved. The viability assessment from BNPP found that the scheme could generate a surplus of £207,158 against the viability benchmark. The applicant has revised the Affordable Housing & Viability Statement (AHVS) providing further evidence / justification in relation to their appraisal and negotiations have since taken place between the applicant and BNPP with the objective of improving the affordable housing offer as far as possible. The agreed viability position, in terms of affordable housing on site would be that three Shared Ownership homes that could be delivered, which equates to 25% affordable housing on site.

6.3.8 BNPP has run a further appraisal on how many socially rented homes could be delivered on-site. They concluded that the scheme with social rent homes with the updated appraisal assumptions would generate a deficit, meaning that zero socially rented homes could be delivered and the three shared ownership homes is the best offer.

6.3.9 The applicant has provided written evidence of engaging with a number of Registered Providers (RPs) with a view to taking the shared ownership homes. However, the RPs have replied stating that they do not wish to take such a small number of homes. Officers are aware that in this current market registered

providers are struggling to take on affordable homes due to the current economic climate. The lack of interest in acquiring the affordable homes is considered to be an exceptional circumstance which would allow a consideration of an alternative arrangement, through a Payment in Lieu, as supported in policy and guidance

6.3.10 Considering the above, it is therefore concluded that a Payment in Lieu (PIL) offer of £127,084 is the maximum reasonable amount in this instance, based on the three shared ownership homes, this has been advised by BNP Paribas on behalf of the Council. A Payment in Lieu (PIL) is therefore considered appropriate in this instance as it meets the above policy criteria including the criteria set out in the Council's Planning Obligations Supplementary Planning Document (SPD). This contribution would be pooled to contribute towards the provision of affordable homes within Haringey.

6.3.11 A review mechanism to maximise affordable housing delivery in the longer term and acknowledging the potential for significant changes in values in the housing market will be secured by a legal agreement. In this instance, the applicant has agreed to an early-stage review mechanism which is triggered where an agreed level of progress on implementing the permission has not been reached after two years of the permission being granted or as agreed with the Council. The applicant has also agreed to a later-stage review which allows the Council to 'claw back' any additional monies should a development commence in more favourable financial circumstances.

Housing Mix

6.3.12 Policy H10 of the London Plan 2021 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.

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

6.3.14 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.3.15 The overall mix of housing within the proposed development is as follows:

Unit type	Total homes	%	Wheelchair accessible (M4 3)
1 bed	3	25%	
2 bed	6	50%	1
3 bed	3	25%	

6.3.16 Officers consider the proposed development provides a good mix of homes, which would deliver a range of sizes and includes a substantial proportion of family sized 3 bed homes to meet local housing requirements. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Heritage Impacts

6.4.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site. However, Alexandra Palace and Park Conservation Area is to the south and Wood Green Common Conservation Area is located to the east on the other side of the railway line. Alexandra Palace, which is located within the Alexandra Palace and Park Conservation Area is a Grade II listed building which lies within a Grade II registered Park and Garden known as Alexandra Park.

Policy Context

6.4.2 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and Policy DM9 of the DM DPD sets out the Council's approach to the management, conservation and enhancement of the borough's historic environment.

6.4.3 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

Statutory tests

6.4.4 Section 72(1) of the Listed Buildings Act 1990 provide: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are "the planning Acts'.

- 6.4.5 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.6 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.7 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given ‘considerable importance and weight’ in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.8 The Conservation Officer notes that the existing site and building whilst untidy in appearance it is not considered a dominant addition in that it is not a prominent feature on the skyline to have an impact on the Conservation Area to the east, and similarly it still allows an appreciation of the tree lined street and gradual greening of the street as you approach the park. It therefore has a negligible impact on the setting of the nearby heritage assets. Whilst the higher built form would reduce the visibility of the street tree(s) on Alexandra Park Road from Bedford Road, it would not reduce the overall impression of verdancy along Bedford Road. Accordingly,

the Conservation Officer considers the development of the site as proposed would have a neutral impact on the significance of the listed building, nearby conservation areas and the listed registered park and garden.

6.5 Design and Appearance

- 6.5.1 The NPPF 2024 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.5.2 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.
- 6.5.3 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieve a high standard of design, which is also in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.5.4 The Quality Review Panel (QRP) has assessed the scheme in full at planning application stage on November 2024.
- 6.5.6 The full Quality Review Panel (QRP) report of the review on November 2024 is attached in Appendix 4. The Quality Review Panel's summary of comments is provided below:

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance.

Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

- 6.5.7 Following the Quality Review Panel meeting, Officers have met with the applicant to discuss revisions and to concentrate on the detailed design of the development.
- 6.5.8 Detailed QRP comments from the November 2024 review together with the officer comments based on the latest proposal are set out below:

Panel Comment	Officer Response
<p>Architectural expression and materiality</p> <p>The panel feels that the materiality of the building should be simplified. It suggests that one type of brick should be used on all elevations of the building. This will help to accentuate its carved form, allow it to read as a coherent whole when viewed from all three directions, and provide a solid end to the block.</p> <p>The use of a single type of brick will help to integrate the horizontality, created through the stepped elevation on Alexandra Park Road, with the</p>	<p>To address this, the applicant has reviewed the material palette by simplifying it with a single brick for the façade</p> <p>Same as above</p>

<p>verticality of the Bedford Road elevation.</p> <p>While the setback of the top floor of the building is supported, the panel suggests that the building's elegance and cohesion could be improved by also using the same type of brick on setback.</p> <p>The panel supports the use of a red brick that fits into the surrounding context, but it encourages the design team to look at high-quality precedents where red brick has been used in way that will create the intended contrast.</p> <p>For example, a subtle contrast could be achieved through a change in the colour and/or type of mortar, as demonstrated by White Arkitekter in Gascoigne Estate, Barking.</p> <p>The ground floor of the building should reflect its commercial use, with the plinth of the building clearly distinguished from the residential accommodation above. This will help to draw people along Bedford Street from the Palace Gates Road shopping centre.</p> <p>Further thought should be given to minor changes that could be made to the commercial frontage to make it more permeable and inviting whilst also ensuring the internal usage is of a high quality, to ensure its long-term success and viability.</p>	<p>QRP comment noted however the top floor remains cladded in zinc following advice from the Design Officer.</p> <p>As a response to QRP comments the applicant has changed the brick to fit into the surrounding context and reflect the character of the area which is supported by the Design Officer. The details of the brick will be secured by condition.</p> <p>To address this the applicant has achieved the contrast by using different types of pointing</p> <p>As a response to QRP comments the applicant has introduced a plinth which clearly distinguishes the residential accommodation above</p> <p>As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes</p>
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Commercial Space

Consideration should be given to how the units will complement the existing uses in the Palace Gates Road shopping centre.

Replacing the full-length windows, with an area of solid wall beneath each window, could help to improve the robustness of the building at ground level and provide some screening of the interior.

Further details should be provided to demonstrate how the commercial units will be future-proofed to ensure their long-term success. For example, drawings should be provided to officers, to show how the two proposed units could be successfully split into four smaller units.

Tests should be undertaken and the evidence provided to officers, to give confidence that the units can accommodate a range of different uses and have the potential to be let from the outset.

Thought should be given to which units would best suit, for example, retail or a café, where large areas of glazing would be beneficial, as opposed to an office, which is likely to prefer smaller windows. The wall-to-glazing ratio will affect the visual appearance of the building.

Consideration should also be given to the effect that different uses will have on the appearance of the building and how they might best be accommodated and managed. For

The applicant has confirmed that the units can accommodate many of the uses under the class E category

As a response to QRP comments the applicant has revised the scheme by replacing the full-length windows, with an area of solid wall beneath each window

As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes

As a response to QRP comments the applicant has incorporated a flexible arrangement into the design of the ground floor commercial units, whereby the units can be split into varying sizes

As a response to QRP comments this has been incorporated into the façade design

As a response to QRP comments a condition is imposed to ensure that the shopfront glazing remains clear and untinted with no application of vinyls/graphic.

<p>example, a nursery is likely to screen the windows for privacy which would then create a blank façade</p>	
<p>Quality of residential accommodation</p> <p>Consideration should be given to how the plan can be improved to provide a more generous and welcoming entrance for residents</p> <p>The provision of a bench and soft lighting would help to imbue the entrance lobby with a sense of welcome</p> <p>A change in the materiality and the use of high-quality materials, both externally and internally, would help to give the entrance greater prominence from the street. Textures should be considered, given that the material will be experienced from close proximity every day</p> <p>The amount of amenity space available to each flat could be increased by allowing residents to use some of the deck access space outside the unit.</p>	<p>To address this point the applicant has revised the entrance design, which is supported by the Design Officer</p> <p>To address this point the applicant has revised the entrance design, which is supported by the Design Officer</p> <p>To address this point the applicant has revised the entrance design, which is supported by the Design Officer</p> <p>The applicant has addressed this so that residents can use some of the deck access space</p>
<p>The Green Wall</p> <p>The proposed green wall has the potential to provide a pleasant outlook for both the residents and neighbouring homes. However, it is crucial that a landscape architect is appointed before the planning application is submitted, to provide input into the final design. The green wall and green roofs should be designed in tandem with the design of</p>	<p>To address this the applicant has provided a green wall system that has been simplified and is more symmetrical. The detail of the green wall will be secured by condition.</p>

<p>the building and submitted as part of the planning application</p> <p>The panel suggests that the proposed geometry of the green wall should be simplified, to ensure that it can be delivered and will be easy to maintain. A maximum of three zones should be provided.</p> <p>Ideal growing conditions should be provided and plants should be selected to suit the microclimate, to ensure that the green wall will thrive.</p> <p>Careful consideration should be given to how the planting can look good from day one. It may be necessary to provide some interim deck planters, while the plants grow to their full height.</p> <p>Integrated irrigation should be provided and a maintenance strategy put in place. The cost of maintenance should also be considered, given the small number of homes in the development.</p> <p>Further thought should be given to how the plants will be supported and how the support mechanism will affect the building's appearance, particularly before the plants have reached their full height.</p> <p>Consideration should also be given to the relationship of the green wall to the balustrade and how the deck will be detailed</p> <p>The panel supports officers' use of conditions, to ensure that all aspects of the detailed design are considered.</p>	<p>To address this the applicant has simplified the green wall. The detail of the green wall will be secured by condition.</p> <p>QRP comments noted, further details of the type of planting will be secured by condition.</p> <p>QRP comments noted, further details of the planting will be secured by condition</p> <p>QRP comments noted, a maintenance strategy will be secured by condition to address this</p> <p>QRP comments noted, further details of the planting will be secured by condition</p> <p>QRP comments noted, further details of the relationship of the green wall to the balustrade and how the deck will be detailed will be secured by condition</p> <p>QRP comment noted</p>
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<p>First floor green roof</p> <p>The panel suggests that a green roof should be provided, in addition to the green wall planters, at first floor level,. Consideration should also be given to a raised planter that could function as a balustrade.</p> <p>A green roof would enhance residents' everyday journey along the first-floor access deck. It would also have the potential to provide larger balconies and an improved outlook for the adjoining bedrooms of Flats 1 and 4</p> <p>Details should be provided on how the scheme will contribute to biodiversity net gain.</p> <p>If the balconies are large enough, consideration should be given to incorporating inbuilt planters into the design, to encourage residents to provide additional greening. This would be particularly beneficial on the south and east facing balconies, which are visible from the route to Alexandra Park.</p>	<p>To address this the applicant has provided a green roof at first floor level</p> <p>To address this, the applicant has provided accessible and non-accessible green roofs in front of the deck access at first floor level to improve the outlook for the adjoining bedrooms of flats 1 and 4.</p> <p>To address this the biodiversity details has been secured by condition</p> <p>To address this planters have been integrated into the private balconies. The details of the planters will be secured by condition</p>
<p>Public realm improvements to Bedford Road</p> <p>Further consideration should be given to the provision of new street trees along Bedford Road, to improve the pedestrian experience of the route to and from Alexandra Park. A survey should be undertaken to establish if there are any underground services.</p> <p>The panel commends the design team's engagement with the highways</p>	<p>To address this the applicant has agreed to a feasibility study to see whether street tree planting can be carried out. If trees cannot be accommodated a financial contribution will be required towards tree planting close by. This will be secured by a S106.</p>

<p>department, and it welcomes the proposed improvements to the footpath along Bedford Road.</p> <p>.</p>	<p>QRP comments noted</p>
<p>Environmental sustainability</p> <p>The panel commends the aspiration to achieve BREEAM Excellent for the commercial units, but further details should be provided to demonstrate how this target will be achieved</p> <p>A ventilation strategy should be provided, with priority given to passive ventilation. Modelling should include all elements that will affect the building's performance, including whether windows are openable or not, as this will affect both ventilation and noise, given the close proximity of the railway lines.</p> <p>The windows facing onto balconies could be more generous, to allow maximum daylight into homes.</p> <p>Daylight and sunlight analysis should take into account the effects of balconies, brise soleil, and green wall planting.</p> <p>The panel welcomes the proposed biosolar green roof. Further details should be provided to officers to ensure that it will be delivered.</p>	<p>To address this the BREEAM details will be secured by condition</p> <p>To address this the overheating details will be secured by condition</p> <p>QRP comment note, the windows along the communal decks are kitchen and bathroom windows and their sizes are rationalised due to privacy concerns as they look out onto a communal space. Additionally since all the flats are dual aspect these windows are likely to provide sufficient daylight and sunlight to the rooms they serve.</p> <p>To address this the green roof details will be secured by condition</p>

- 6.5.9 As set out above, the applicant has sought to engage with the QRP. The panel had expressed that they would welcome an opportunity to comment on the scheme again, once the design had progressed in consultation with planning officers. However, Officers are confident that the scheme has progressed positively and QRP comments addressed to an appropriate extent without the need to return for another design review.

Assessment

Height, Form, Bulk, Massing and Layout

- 6.5.10 The proposal comprises a five-storey residential mansion block (Use Class C3) with a recessed top floor and two commercial units at ground level (Use Class E). These commercial units have flexible layouts to accommodate a variety of uses and feature generous shopfronts designed to activate the street frontage. The mixed-use scheme therefore transforms an underutilised local town centre site, integrating it more effectively with its surrounding context. The design has evolved through multiple iterations, incorporating feedback from both the Quality Review Panel (QRP) and planning officers, resulting in improvements to massing, architectural expression, and detailing.
- 6.5.11 The proposed building is approximately one storey taller than the adjacent properties at 8–10 Bedford Road (to the north) and 357 Alexandra Park Road (to the east). However, the height is considered appropriate given the site's high accessibility and proximity to local amenities and services. Based on the ambitions of Haringey's local plan - new developments may rise proportionately above the prevailing heights to facilitate housing delivery in the borough. Additionally, the top floor is recessed by a minimum of 2.2 metres from the north, east, and south elevations and is clad in grey powder-coated aluminium, which scale down its bulk and appearance.
- 6.5.12 The building's height is not considered intrusive, even in long-range views from Bridge Road and Buckingham Road across the railway line as the streetscape along Bedford Road gradually and consistently steps up from the corner of Bedford Road and Palace Gates Road. Reasonably reflecting the rising land along the street. This gradual increase in height is exhibited by 8-10 Bedford Road over 7 Bedford Road and by 7 Bedford Road over its neighbour to its north. In this context, the proposed one-storey increase over 8–10 Bedford Road is consistent with the established rhythm and scale of the street.
- 6.5.13 Along Bedford Road, the proposed footprint aligns with the building line of the adjacent property to the north, completing the urban block. On Alexandra Park Road, the footprint extends to the site boundary, diverging from the prevailing 10-metre setback. This is however, considered an appropriate and deliberate response to the site's corner location, as it allows the building to assert its presence and contribute positively to the streetscape.

6.5.14 Further, the southern corner of the building, at the junction of Bedford Road and Alexandra Park Road is articulated through a series of stepped-back balconies. These cascading balconies provide a visual transition and help to mediate from the level elevation along Bedford Road to a more dynamic elevation on Alexandra Park Road which is primarily a residential street with terraced housing. Overall, the proposed height, form, bulk, massing and layout conforms well to the established character, and acts as a highly compatible neighbour to adjoining sites.

Elevational Composition, Fenestration and Materiality

6.5.15 The main elevational composition consideration is with the Bedford Road and Alexandra Park Road Street frontage, as is expected from such a frontage-oriented development. The Bedford Road frontage is articulated into four vertical bays, following the established rhythm and scale of the neighbouring buildings. Proposed to be built in red brick, the bays are subtly differentiated through minor tugs of the building line and by varying the mortar pointing. Window and balcony sizes remain consistent across all levels and façades, reflecting the contemporary layouts and uniform residential hierarchy of the proposal. The elevation design has been significantly refined in response to the QRP's feedback, particularly through the simplification of the material palette.

6.5.16 A shopfront fascia band runs along the Bedford Road frontage, visually separating the base from the upper levels and echoing the composition pattern of the adjoining properties to the north. The bottom of the proposed fascia aligns with that of 8-10 Bedford Road, while the top aligns with the existing cornice. An aluminium canopy projects beyond the shop front fascia, highlighting the residential entrance and the warm materials, planters and integrated lighting, clearly distinguish it from the other access ways. Store risers reinforce the building's base, yet level access and permeability are maintained in residential, commercial and service areas. As is practice the final shopfront details and levels will be secured through planning conditions to ensure responsiveness to context.

6.5.17 Passive solar protection is provided on the east elevation through horizontal aluminium brise-soleils, mitigating overheating. The south elevation benefits from the stepped form factor of the architecture.

6.5.18 Whilst the rear of the block is visible, especially from the slope along Alexandra Park Road, the main driver in the composition of the rear elevation is its impact on the privacy of the neighbouring plot. It therefore has expansive blank walls, and projecting brick headers have been incorporated, into its design to add visual interest and texture. The west elevation is framed by residential units and features a centrally located lift core. A recessed light well with communal access decks and small bathroom and bedroom window openings. The light well is screened to the west by a green wall, which also serves as a privacy barrier.

6.5.19 Outdoor amenity space is provided through a variety of balcony types: inset balconies on the east façade, cascading balconies on the south, and projecting balconies on the west. Along the east and south façades, balcony parapets are composed of short brick walls topped with metal balustrades. These brick elements conceal drainage and soffit services while maintaining a minimal profile. The metal balustrades above provide openness and visual relief. Balconies on the west are equipped with 1.8m high privacy screens on both sides to prevent overlooking and ensure resident privacy.

6.5.20 The material palette is brick-led, carefully selected to harmonize with the surrounding context and reflect the character of the area. The façades primarily feature red brickwork, complemented by grey powder-coated aluminium windows and doors. While the specific brick type will be confirmed via condition, the proposed approach is considered appropriate and likely to be visually appealing. Metalwork is used extensively across doors, window frames, shopfront fascia's, balustrades, and handrails, all in grey. Additionally, obscured glass privacy screens will be installed between flats and balconies to maintain privacy for future residents.

Design Summary

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

6.6 Residential Quality

General Layout, Indoor and outdoor space/accommodation standards

6.6.1 The general layout of the mixed used building fronting Bedford Road and Alexandra Park Road comprises of a plant and service room at basement level. Two separate commercial units are located on the ground floor comprising 250 square metres overall, alongside separate residential and commercial cycle parking and refuse storage. Four dwellings are located on the first floor, of which one would be a wheelchair accessible home. Green roofs are located at first floor level in front of the deck access. The green roof in front of flat 2 can be used for communal amenity space and the green roof close to flat 4 will be inaccessible. Three dwellings are located on the second and third floor and two dwellings are located on the fourth floor. Each dwelling has a private balcony.

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

- 6.6.3 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.
- 6.6.4 All proposed dwellings exceed minimum space standards including bedroom sizes, complying with policy.
- 6.6.5 All the homes would have private amenity space in the form of a balcony - however two of the balconies do not meet the guidance of the Mayor's Housing SPG standard due to the constraints of the site. The balcony size of both flats 6 and 9 which are 1 bed 2 person dwellings are 4 square metres which is a shortfall of 1 square metre and the balcony size of flat 3 which is a 2 bed 3 person dwelling is 4 square metres which is a shortfall of 2 square metres. It is important to note that the Mayors Housing SPG on balcony sizes is just guidance and not a requirement and 1/2 square metre shortfall in this urban context is considered acceptable in this instance. The balcony size of both flats 4 and 8 which are 3 bed 5 person dwellings are 14 and 16 square metres which exceeds the guidance by 6 and 8 square metres. The balcony size of flat 10 which is a 3 bed 6 person dwelling is 25 square metres which exceeds the guidance by 16 square metres. Both flats 11 and 12 which are 2 bed 3 person dwellings well exceeds the guidance by 33 square metres. In addition to the balconies is an accessible green roof at first floor level in front of the deck access which offers some communal amenity space. Furthermore, the site is in close proximity to Alexandra Park.
- 6.6.5 All dwellings would have a minimum floor to ceiling height of 2.5metres and considerable care has been taken in the layout of dwellings within the block with 4 flats per core on the first floor, 3 flats per core on the second and third floor and 2 flats per core on the fourth floor with a lift serving each of the floors.
- 6.6.6 All dwellings would be well laid out to provide useable living spaces and sufficient internal storage space. The homes are acceptable in this regard
- 6.6.7 All dwellings are proposed to be dual or triple aspect whilst preserving privacy to the existing neighbours.

Accessible Housing

- 6.6.8 London Plan Policy D7 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 are wheelchair users. Local Plan Policy SP2 is consistent with this, as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

- 6.6.9 All dwellings achieve compliance with Building Regulations M4 (2), and 10% of the development achieves M4(3) compliance (i.e. one flat, Flat 2) The wheelchair accessible home is located at first floor level.
- 6.6.10 The proposed building provides step free access throughout and would incorporate a passenger lift suitable for a wheelchair user. A dedicated on-street blue badge bay outside of the development on Bedford Road will be secured via legal agreement. This will be discussed further in the transport and parking section of the report.

Child Play Space provision

- 6.6.11 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.12 The child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator has a total child yield of 2.7 and the total playspace requirement is 26.6 square metres of play space for all age groups.
- 6.6.13 The policy compliant figure for the playspace is 26.6 square metres however due to the site constraints and the very low child yield of the development play space is not provided. However, it is noted that the family units have private amenity space in the form of very large balconies between 14 to 25 square metres in addition to this there is the accessible green roof in front of the deck access at first floor level which has an area of 19 square metres. The site is also in close proximity to the large play area within Alexandra Park (approximately 104 metres from the site). This play area is located within the distance requirement of the Mayor's Play and Recreation SPG and caters for all age groups.

Outlook and Privacy

- 6.6.14 The green wall and green planters integrated onto the balconies will serve to provide a pleasant outlook and privacy for future occupants of the dwellings. The deck access to the rear and balconies would have 1.8m height privacy screens to maintain privacy for future occupants. Additionally, obscured glass privacy screens will be installed between flats and balconies to maintain privacy for future residents.
- 6.6.15 The ground floor commercial units would provide passive surveillance and would activate the street frontage.

6.6.16 As such, it is considered that appropriate levels of outlook and privacy would be achieved within the proposed development for the proposed residential homes.

Daylight/sunlight/overshadowing

6.6.17 The windows along the communal decks are kitchen and bathroom windows and their sizes are rationalised due to privacy concerns, as they look out onto a communal space. Additionally, since all the flats are either dual or triple aspect these windows are likely to provide sufficient levels daylight and sunlight to the rooms they serve.

Other Amenity Considerations

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

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

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

6.6.21 The communal waste store for the dwellings is to be located in the building and bins will be taken out to the temporary collection areas, which is within 10 metres of the collection point on Bedford Road. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential dwellings. The applicant has confirmed that refuse collection for the commercial element will be organised via a private contractor or the Council's contractor depending on the end user.

Security

6.6.22 The applicant has confirmed that they will have ongoing dialogue with the Metropolitan Police Designing Out Crime Officer throughout the design and build process to ensure that the development is designed to reduce crime at an early stage. The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of, and compliance with, the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.7 Impact on Neighbouring Amenity

- 6.7.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.7.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and Sunlight Impact

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the surrounding neighbouring properties and overshadowing of the existing open spaces.
- 6.7.4 The daylight analysis demonstrates that the main windows to immediate residential neighbours would not be adversely affected, except for the two first floor side windows of the neighbour at 10 Bedford Road. Daylight is assessed for 19 windows located at 10 and 15 Bedford Road and 357 Alexandra Park Road. These all directly face, and are in close proximity to, this proposed development. The first floor side windows of 10 Bedford Road would see their Vertical Sky Component (VSC) reduced down to, but never below 15%. Nevertheless, these windows would receive higher than 16% Vertical Sky Component (VSC)., Whilst the daylight they receive would be reduced below the BRE Guide recommended levels, still be at or above the late-teens Vertical Sky Component (VSC) levels which is considered acceptable within an urban location.
- 6.7.5 The rear aspect of 10 Bedford Road at first floor level would not be affected. It is important to note that, at present, most of the neighbours benefit from the site being underdeveloped, with the low rise building and surface car parking. The proposed development would maximise the development opportunity that the site provides in this urban context and would present a much more attractive outlook to them with a green wall and green planters system in place. Daylight to the neighbours at 15 Bedford Road and 357 Alexandra Park Road will remain unaffected by the development.
- 6.7.6 The sunlight assessment demonstrates compliance with the annual probable sunlight hours (APSH) and the winter APSH assessments in that all the assessed

neighbouring windows at Nos 10 and 15 Bedford Road and No 357 Alexandra Park Road, will received adequate sunlight hours during the year and winter period.

- 6.7.7 The shadow assessments of the neighbouring gardens and amenity spaces for 15 Bedford Road and 357 Alexandra Park Road demonstrate that more than 50% of each open space will receive more than 2hrs of sunlight on the 21st March which is compliant with the BRE guidelines which state that the test should be run on 21 March, the midpoint between the summer and winter solstices (equinox). According to BRE, the sunlight hours on this day should be no less than 2 hours.
- 6.7.8 The Design Officer has advised that the layout of the proposed development is considerate of the neighbouring properties and generally consistent with the Council's local planning policy on daylight, sunlight, and shadowing. Overall, the proposal would not have a material adverse impact on daylight and sunlight to residents of neighbouring properties at 10 and 15 Bedford Road and 357 Alexandra Park Road. The harm to the two side windows of 10 Bedford Road in an urban environment is, on balance acceptable.

Privacy/Overlooking and outlook

- 6.7.9 As the rear of the proposed building would back onto the rear gardens of the properties on Alexandra Park Road, the proposed development has been carefully designed to mitigate overlooking and potential loss of privacy to the rear gardens by limiting the number of windows to habitable rooms in the rear elevation of the proposed building. In terms of the rear elevation, where these windows are secondary bedroom windows or the top floor rear facing windows they will be obscurely glazed and only openable at 1.7metres high on from floor level, and bathroom windows to the rear elevation will be obscure glazed; and the balconies will have 1.8m high privacy screens. In addition the green wall system proposed will screen the rear facing windows.

There are no side windows proposed facing the existing property at no. 10 Bedford Road and the green roof closest to No. 10 Bedford Road is a non-accessible area. With regards to the property at No. 15 Bedford Road , the closest separation distance of 19m would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows. Whilst there are minor potential concerns of privacy or overlooking of the proposed development to the existing neighbours directly facing the facade mutual overlooking between windows between the windows of the proposed development is reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.

6.7.10 In terms of outlook, existing surrounding residents would experience both actual and perceived changes, as a result of the proposed development. Notwithstanding the proposed building has been thoughtfully designed with the recessed top floor to ensure the massing responds to its context and does not appear visually intrusive when viewed from neighbouring properties. The gradual increase in massing ensures the outlook from existing residential properties is not unduly harmed.

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

Other Amenity Considerations

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

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

6.7.14 The site is currently in use as a car repair service which, given the nature of such a facility, has cars moving in and out of the site with associated equipment and members of staff generating noise encountered by neighbouring residential properties. The proposed development would see the principal use of the site changed to residential, with two commercial units proposed at ground floor level. The proposed development would result in a reduction in noise levels and general disturbance in comparison to the existing use of the site. A condition would be imposed limiting the hours of the commercial use to protect the amenity of neighbouring residents.

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

6.7.16 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

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

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 The site has a public transport accessibility level (PTAL) rating of 5, which is considered to have very good access to public transport services. The nearest station to the site is Alexandra Palace National Rail Station which is a 4 minute walk to the site.. Wood Green Underground Station is is a 13 minute walk. . Future residents would be well connected to local bus services as the site is served by the W3 which is a high frequency bus route running west to east in the borough. Additionally, bus stops are on both sides of the road in close proximity to the site. The site is located within the Alexandra Palace Controlled Parking Zone which restricts parking to permit holders Monday to Friday 12:00 – 14:00. , There are residential streets close to the site which do not have any on-street parking controls.

Trip generation

- 6.8.4 The trip generation analysis for the proposed development was undertaken using TRICS database, which is welcomed by Transport for London. For the residential aspect, the site is expected to generate 11 two way trips in the AM peak, and eight two way trips in the PM peak. With regards to servicing trips it is predicted to generate 12 two-way trips for both the commercial and residential elements of the proposal. In terms of impact to the road network this is not considered to be significant, and should not have any significant impact on the highways network.

Car parking considerations

- 6.8.5 The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 5 the proposal would meet the criteria of Policy DM32 for a car free/permit free development. There are no off-street blue badge parking bays currently proposed; however there are currently 3 pre-existing on street bays. The applicant would be required to enter into a s278 agreement, to provide a blue badge bay on-street outside of the development on Bedford Road where there are currently single and double yellow lines. This would be dedicated to the resident

of the wheelchair home within the development, secured via a legal agreement. A car parking management plan would also be required, which must include details on the allocation and management of the bay. This can be secured via the imposition of a condition.

- 6.8.6 The site would include commercial floorspace with an area of 250 sqm, though the number of potential employees is not definitive at this point in time. Given the relatively small size of both of the commercial units and its possible uses it is felt in this instance that they would not generate enough demand to justify the provision of a dedicated blue badge bay.

Future parking demands

- 6.8.7 To mitigate future parking demands a contribution would be required towards parking management measures to ensure that those areas outside of the control parking zone would not suffer from any displacement in parking demand generated by the proposal. This will be secured by a S106 legal agreement.

Cycle parking

- 6.8.8 In terms of cycle parking the residential use proposes to make provision for 23 long-stay and 2 short-stay, and the commercial 1 long-stay space and 1 short-stay space. All these numbers are in accordance with London Plan standards. The applicant will need to provide further details of the long and short stay cycle parking spaces for both the commercial and residential components. This can be secured by the imposition of a condition.
- 6.8.9 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.8.10 As such, the cycle parking is acceptable subject to the imposition of the recommended conditions in respect of proposed cycle parking arrangements.

Highways works

- 6.8.11 Some highway works have been proposed as part this proposal, that include the possibility of extending the residential bays to include a disabled bay to be provided as part of this site. As the sites use is being changed both the access will become redundant meaning the footway will need to be reinstated at both locations. Furthermore, the footway around the entire site will need improving given the increase in active travel from the site and its current deterioration. In a growing effort to increase the usage of sustainable travel within the borough the council will seek to provide a cycle hanger and an EV charging bay. A stage 1 and 2 road safety audit will therefore need to be secured as part of the S278 agreement.

Car club

- 6.8.12 The Transport officer notes that there are no nearby car clubs in the vicinity of the development location. Given the scale of this proposal, to ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car the applicant will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZ is not in operation as, demonstrated by the parking survey, there is not sufficient on-street capacity to absorb any demand. This will be secured by a S106 legal agreement. Also, three years free membership for up to two residents of each residential unit and a credit of £100 per year/per unit for the first 2 years will be secured in a legal agreement.

Access

- 6.8.13 Given the size of this proposal an Active Travel Zone (ATZ) is not needed to fully assess the main walking routes to/from the site to key local destinations for residents. All pedestrian accesses into the building will be from the footway including for the commercial units. The Transport officer noted that the doors for the bin stores opened onto the footway rather than inwards. This is not acceptable as doors opening onto the footway can cause accidents with pedestrians passing by. The doors have been revised doors to open inwards to address transports concerns.

Servicing and delivery

- 6.8.14 The Transport officer notes that delivery vehicles are proposed to use the on-street kerbside whilst making deliveries to the site, they will need to utilise the existing double yellow lines that only allow for loading/unloading to take place for a limited amount of time. No information has been provided to demonstrate where refuse vehicles would wait whilst making collections from the refuse stores. However, a 10.2m refuse vehicle should be able to effectively use similar practices as delivery vehicles for short periods of times, whilst the council operatives retrieve bins from the stores.
- 6.8.15 A Delivery and Servicing Plan is required and must also include a waste management plan which includes details of how refuse is to be collected from the site. The plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes. The Transport Officer is satisfied this can be

adequately addressed at a later stage, and as such this matter can be secured by the imposition of conditions.

Travel Plan

- 6.8.16 A travel plan for the commercial and residential use will need to be submitted to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development. The applicant will need to enter into a legal agreement to monitor the development proposal in this regard. This will be secured by a S106 agreement.

Demolition and Construction Logistics and Management

- 6.8.17 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the highway with the Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished Demolition and Construction Logistics Plan. The Alexandra Palace and Park Charitable Trust raised the issue of construction traffic and the need to occasionally close one of the local roads for major events. This concern raised will be addressed by the Demolition and Construction Logistics Plan. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by a legal agreement and condition.
- 6.8.18 Transport for London (TfL) accepts the proposal in principle subject to conditions, S106 and S278 legal clauses.
- 6.8.19 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Basement

- 6.9.1 London Plan policy D10 states that boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the basement works would be acceptable, as required by Policy DM18 of the Council's DM DPD 2017. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby

properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

- 6.9.4 The proposal seeks to create a basement level to accommodate the plant and service room associated with the development. The applicant has submitted a Basement Impact Assessment which has been reviewed by the Council's Building Control service. The Building Control Officer notes that a structural engineer has not assessed the impact on the adjacent building. Also, the assumption that the foundation depth will be 0.5m is concerning as a development such as this is very likely to be piled and the site is on an old garage/petrol station and there is no mention of contamination in the submitted Basement Impact Assessment. A detailed Basement Impact Assessment will need to be submitted to meet the above policy requirement. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter will be secured by the imposition of a condition.
- 6.9.5 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day Building Regulations legislation. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard in so far as it is a material planning consideration.

6.10 Sustainability, Energy and Climate Change

- 6.10.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.10.2 London Plan Policy 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.
- 6.10.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

6.10.4 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.10.5 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

Carbon Reduction

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

6.10.7 The development achieves a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021, with high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 11.16 kWp solar photovoltaic (PV) array which is a system of interconnected solar panels that convert sunlight into electricity. This represents an annual saving of approximately 9.8 tonnes of CO₂ from a baseline of 12tCO₂/year. LBH Carbon Management officers raise no objections to the proposal, subject to some clarifications with regards to the energy and overheating strategies which can be dealt with via condition.

6.10.8 The development would achieve a saving of 3.4 tCO₂ in carbon emissions (28%) under Be Lean: a saving of 2.8 tCO₂ for the residential (26%), and a saving of 0.6 tCO₂ for the commercial (39%). This exceeds the minimum 10% and 15% reduction set respectively for residential and non-residential developments in London Plan Policy SI2, this is supported by LBH Carbon Management.

6.10.9 In terms of the installation of various renewable technologies, the report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 6.7 tCO₂ (54%) reduction of emissions are proposed under Be Green measures.

6.10.10 The shortfall will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution is £6,288 plus a 10% monitoring fee, will be subject to change during the detailed design stage

Overheating

6.10.11 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM59 weather files. Further mitigation measures are required in order for the residential dwellings and commercial units to pass the overheating requirements for 2020s DSY1 and 2080s s (DSY 3). In order to pass the mandatory weather files for the proposed residential dwellings the following measures will be built:

- Natural ventilation, with windows 100% openable facing Alexandra Park Road
- Bedrooms facing Bedford Road: Windows closed with mechanical ventilation providing 4 air changes per hour
- Living room facing Bedford Road: Ventilated by open windows but provided with background ventilation with acoustic vents.
- External horizontal louvres / brise soleils above windows to the East façade
- External green walls to the west façade
- Projecting balconies from the floor above to the south façade
- Mechanical cooling
- Internal blinds

6.10.12 In order to pass the mandatory weather files for the proposed commercial the following measures will be built:

- Retractable awnings;
- Non-openable windows, mechanical ventilation
- Active cooling

6.10.13 The applicant has agreed to undertake further modelling and submit a revised overheating report showing compliance with relevant CIBSE TM52 and TM59 using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile with openable and closed window scenarios. The applicant has agreed to provide details of the mechanical cooling for the residential units and commercial units. The applicants should also explore the potential to increase the projection of the external solar shading to minimise the cooling demand of the development. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.11 Urban Greening, Trees and Ecology

Urban Greening Factor

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

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

natural vegetation, intensive green roof, extensive green roof, green wall, flower-rich perennial planting, hedges, standard trees planted in pits, ground cover planting, amenity grass land, water features and permeable paving.

- 6.11.3 The scheme would have an Urban Greening Factor of 0.4 which meets the minimum target set out in the London Plan as the proposed development is predominantly residential. It is considered that the proposed development in terms of urban greening is acceptable. Details of landscaping and living roofs and walls can be secured by the imposition of a condition to secure a high-quality scheme.

Trees

- 6.11.4 The NPPF (Para. 136) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

- 6.11.5 Policy SP13 of the Local Plan recognises that ‘trees play a significant role in improving environmental conditions and people’s quality of life’, where the policy in general seeks the protection, management and maintenance of existing trees.

- 6.11.6 There are no existing trees within the site’s boundary. However there is a Lime tree on the street and an adjacent young mature Pine tree at 357 Alexandra Park Road. The Council’s Tree Officer has been consulted on the proposal and does not raise any objection. However the applicant will need to provide assurances that the Pine and Lime trees are adequately protected and that the root protection areas are not compromised. To address this, a tree protection plan will need to be submitted. A tree report can be secured by the imposition of a condition. The applicant has also agreed to carry out a feasibility study to explore the provision of 2 street trees in front of the site along Bedford Road. This will be secured by a S106 legal agreement.

- Feasibility to be carried out to see whether street tree planting can be carried out outside the site, prior to the commencement of development; and if so payment to cover the cost of tree planting In the event that trees cannot be planted on the street outside of the site a payment in lieu shall be made towards greening in the local area.

Ecology

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

- 6.11.8 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.11.9 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.11.10 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.11.11 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.11.12 The applicant's Biodiversity Net Gain Assessment sets out that the site has a baseline habitat of 0.00 (no value) due to the developed nature of the site which is mostly hardstanding or other built surfaces. The post-development habitat with the biodiverse green roof is 0.06 habitat units which results in a 100% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required. The applicant has agreed to explore the planting of species rich native flora to maximise the biodiversity value of the site. Details of the species to be planted can be secured by the imposition of a condition.

6.12 Flood Risk and Drainage

- 6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seeks to ensure that new development reduce the risk of flooding and provide suitable measures for drainage.
- 6.12.2 The site falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Assessment. This has been reviewed by the LBH Flood and Water Management officer who notes that any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrates that these flow paths would not pose a risk to properties and vulnerable development. The applicant will be required to submit a full calculation of the drainage system with Network Diagram. The Council's Flood and Water Management officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.
- 6.12.2 To ensure the development will not be put at unacceptable risk from or be adversely affected by unacceptable levels of water pollution the Environment

Agency recommends imposing conditions regarding remediation strategy and verification plan, unexpected contamination, piling and deep foundations and verification report. These have been included.

6.12.3 Thames Water raises no objection with regards to surface water drainage, waste water network, sewage treatment works, water network and water treatment infrastructure capacity. Thames Water recommends imposing conditions regarding piling and underground strategic water main. Thames Water recommends imposing informatives regarding groundwater risk management permit assets, and water pressure. The recommended conditions and informatives will be included on any grant of planning permission.

6.13 Air Quality and Land Contamination

Air Quality

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its demolition and construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral given the building and transport related emissions associated with the proposed development are both below the relevant benchmarks.

6.13.3 Construction works are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The Council's Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust. The proposal is not considered an air quality risk, nor would it cause potential harm to nearby residents, or future occupiers.

Land Contamination

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

6.13.5 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.

6.13.6 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.14 Fire Safety

6.14.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement. This application is not subject to Fire Safety Gateway 1 and therefore the Health and Safety Executive (HSE) / Building Safety Regulator (BSR) is not required to be formally consulted as the mixed used development is 5 storeys in height – the scheme heights would therefore be below the 7 storey and 18 metres threshold which would trigger the need to consult with the HSE/BSR.

6.14.2 The London Plan Policy D12(b) 'Fire Statement' checklist sets the criteria for assessing fire statements at planning application stage to ensure the policy requirements of Policy D12 are sufficiently addressed. The scheme meets the criteria as set out below.

1. The fire safety information has been provided within a fire statement prepared by Nadim Choudhary dated 24/01/2024.
2. The applicant has made a declaration of compliance that the fire safety of the proposed development and the fire safety information satisfies the requirements of London Plan Policy D12A
3. Information within the fire statement addresses Policy D12 A1-A6 of the London Plan
4. The fire safety information is specific and relevant to the development proposal
5. The author has made a declaration of compliance against London Plan Policy D5(B5) requirement for fire evacuation lifts
6. The compliance declaration states that the applicant is satisfied the design and provision of lifts is compliant with the stated design code

6.14.3 The Council's Building Control Officer and planning officers are satisfied that the policy requirements have been sufficiently addressed and the fire safety information is satisfactory under London Plan Policy D12(A). A formal detailed assessment will be undertaken for fire safety at the Building Control stage.

6.15 Employment

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

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

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

6.16 Conclusion

- The scheme represents sustainable development, optimising the potential of the site for a high-quality mixed use development which responds appropriately to the local context.
- The development would provide 250sqm of quality flexible commercial floorspace that would potentially generate 10/12 jobs, an uplift over the existing 4 jobs.
- The development would provide 12 homes, contributing towards much needed housing stock in the borough.
- The scheme would include a financial Payment in Lieu (PiL) contribution towards offsite affordable housing within the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The impact of the development on residential amenity is acceptable.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The proposed development would be a high-quality design, of an appropriate scale in the existing urban context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development would have a neutral impact on the significance of the listed building, nearby conservation areas and the listed registered park and garden;
- The development would achieve a reduction of 82% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain of 100% (BNG) improvements which is significantly in excess of the mandatory 10% net gain required;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £77,274.83 (1087 sqm x £71.09) and the Haringey CIL charge will be £428,337.52 (988sqm x £433.54). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8.0 RECOMMENDATIONS

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