

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2025/1220

Ward: Highgate

Address: 505-511 Archway Road, Hornsey, London, N6 4HX

Proposal: Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Bakers Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping.

Applicant: Haringey Housing Team

Ownership: Haringey Council

Case Officer Contact: Mark Chan

The application is being referred to committee as it is a Council's own a major development proposal, that is also subject to a legal agreement

1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme is considered to be sustainable development on previously developed land, which will deliver 16 much-needed affordable homes in a part of the borough where larger development sites are limited.
- The housing mix is comprised of 8 two-bed, four-person flats, 4 one-bed, two-person flats, 2 one-bed, two-person wheelchair-accessible homes at ground floor, and 2 semi-detached, three-bed, four-person houses along Bakers Lane, with the homes providing a high-quality residential environment for future occupiers.
- The scheme features a four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane, with the design viewed to respond well to the surrounding urban grain and heritage context.
- The proposal is not considered harmful to the character or appearance of the Highgate Conservation Area or nearby heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area. The scheme will deliver modest public benefits, including the provision of affordable homes and improvements to townscape quality.

- In terms of townscape quality, the design has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the appearance of the site, which is currently identified as a detractor from the street scene.
- The siting, massing, and separation distances are satisfactory in protecting neighbouring amenity, with properties on Archway Road and 88–90 North Hill affected, but not to an unacceptable degree.
- There will be some impact on daylight and sunlight conditions for Nos. 96–108 North Hill, which are closest to the site. Some windows and rooms will experience changes beyond BRE guidance thresholds, particularly in terms of NSL and VSC; however, these are considered to be acceptable; with the overall impact on lighting being acceptable in a dense urban context.
- The development is car-free, with one accessible car parking space provided. Pedestrian improvements, including a new zebra crossing on Archway Road, will be secured via a Section 278 agreement.
- The scheme incorporates renewable technologies such as EAHPs and PV panels, achieving a 77% reduction in CO₂ emissions, with the scheme exceeding London Plan targets, and a carbon offset contribution also secured.
- Biodiversity Net Gain requirements and the GLA Urban Greening Factor target of 0.4 are met through planting, green roofs, and landscaping.
- The scheme will be Air Quality Neutral, with no significant impact expected.

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 heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than December 1st 2025 or 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.
- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 There will also be a Directors' agreement signed between the parties (applicant as the Housing Department and PBS as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.
- 2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.9 A summary of the planning obligations/S106 Heads of Terms for the development is provided below:
 1. Carbon offset contribution:
 - Estimated carbon offset contribution (and associated obligations) of £10,830 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages
 - 'Be Seen' commitment to upload energy performance data
 2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
 3. Car Club Provision and Membership

4. Enter into an agreement with the Highways Authority under S278 and TfL for the new crossing and necessary highways works
5. Travel Plan contribution: £3,000 (three thousand pounds) per year per travel plan for a period of five years
6. Travel Plan Monitoring Contribution
7. Construction Logistics contribution: £15,000 to administer and oversee construction impacts
8. Off-site highways and Landscaping working
9. Affordable Homes for Social Rent
10. Local Employment
11. Employment and Skills Plan
12. Skills Contribution
13. Energy Plan
14. Sustainability Review
15. Monitoring Costs

- 2.10 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.
- 2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
- 2.12 The proposed development, in the absence of an agreement with the Highways Authority under S278 and TfL for the new pedestrian crossing and necessary highways works would result in an unsatisfactory access to the site for future occupiers. Therefore, the proposal would be contrary to Policies T1 and D5 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM33 of the Development Management DPD 2017.
- 2.13 The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local

unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.

- 2.14 The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan and 2) a car parking permit free development with respect to the issue of permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.
- 2.15 The proposed development, in the absence of a legal agreement securing an energy plan and financial contributions toward the amendment of the Traffic Management Order, carbon offsetting, travel plan and construction logistics would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.
- 2.16 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.
- 2.17 A summary of the recommended conditions and informatives for the development is provided below (the full text of the recommended conditions can be found in Appendix 1 of this report).
- 1) Development begun no later than three years from date of decision
 - 2) In accordance with approved plans
 - 3) Materials submitted for approval
 - 4) Hard and soft landscaping
 - 5) Living Roof
 - 6) Cycle parking
 - 7) Part M4(2) Accessible and Adaptable Dwellings and M4(3) Wheelchair Homes
 - 8) Energy Strategy
 - 9) Water Butts
 - 10) Water consumption

- 11) BNG Plan
- 12) BNG Monitoring
- 13) NRMM
- 14) Section 278 Agreement
- 15) Land contamination
- 16) Unexpected contamination
- 17) Demolition and Construction management plan (DCMP)
- 18) Demolition and Construction Environmental Management Plan (DCEMP)
- 19) Removal of permitted development rights for extensions
- 20) Satellite dishes/television antennae
- 21) Waste and recycling facilities, and collection
- 22) Considerate constructors scheme
- 23) Secure by design
- 24) Piling
- 25) Overheating report
- 26) Overheating
- 27) Urban greening factor
- 28) Accessible car parking provision
- 29) Delivery and servicing plan and waste Management

Informatives

- 1) NPPF
- 2) Land Ownership
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) CIL
- 6) Naming and Numbering
- 7) Secure by Design
- 8) Bats and Birds
- 9) Legal matters – Directors' letter
- 10) BNG 1
- 11) BNG 2

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

APPENDICES:

- | | |
|------------|--|
| Appendix 1 | Planning Conditions and Informatives |
| Appendix 2 | Plans and Images |
| Appendix 3 | Consultation responses from internal and external agencies |
| Appendix 4 | Quality Review Panel reports |
| Appendix 5 | PSC Briefing Minutes |

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS



Figure 1: -Site Location the south- eastern portion of a large island block bounded by Archway Road, Bakers Lane and North Hill



Figure 2: Site Location shown in broader context - road network, pattern of development and open space.



Figure 3: – Archway Road frontage showing current structure on site



Figure 4: – Bakers Lane next to junction with North Hill

Proposed development

3.1 This is an application for the following works, relating to the redevelopment of a Council owned site measuring 1,016 sq.m:

- Demolition of the existing car-wash facility;
- Construction of a 4-storey apartment building fronting Archway Road;
- Construction of two 2-storey houses fronting Bakers Lane;
- Provision of 16 new Council homes in total;
- Associated refuse and cycle storage;
- Creation of service space and amenity areas;

- Landscaping works across the site;
- Accessible car parking for residents; and public realm improvements.

Site and surroundings

- 3.2 The proposal relates to land at 505–511 Archway Road, comprising a plot measuring approximately 0.10 hectares historically used as a car wash. The site occupies a distinctive position on what is effectively a triangular shaped ‘island’, bordered by roads on three sides, all of which are major routes within the Transport for London Road Network.
- 3.3 The site specifically fronts onto the busy Archway Road (A1) to the east and Bakers Lane to the south, which in turn intersects with North Hill to the immediate west. Within the application site are low-lying structures of no heritage value, and immediately to the north lies a large petrol filling and service station with retail. To the west, the application site adjoins a row of 19th-century terraced houses (Nos. 96–108 North Hill), each with small rear gardens.
- 3.4 The site sits on the northern edge of the Highgate Conservation Area, which is characterised as a transitional zone between the historic core of Highgate Village and the busier, more modern Archway Road corridor. Specifically, the eastern side of Archway Road, opposite the application site, is defined by utilitarian and commercial buildings.
- 3.5 The site is located within a moderate Public Transport Accessibility Level (PTAL) area, with a rating of 3. Several bus routes are accessible within a short walking distance, and Highgate Underground Station is approximately 11 minutes away on foot to the south. Pedestrian access to this ‘island site’ is currently constrained by the surrounding road network, with uncontrolled crossings and no signalised facilities directly adjacent to the site, other than a controlled/ signalised crossing to the north at the apex of the triangular-shaped island site.

Relevant Planning and Enforcement history

- HGY/2009/1730 - Demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping – Withdrawn 07/12/2009
- HGY/2009/1732 - Conservation Area Consent for demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping – Withdrawn 07/12/2009.

- HGY/2009/1370 - Demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping – Withdraw 18/09/2009.
- HGY/2009/1371 - Conservation Area Consent for demolition of existing structures and erection of three storey building comprising mixed use residential development to provide 1 commercial unit for A2 / B1 use on the ground floor with storage at basement level, and residential units on the first and second floors consisting of 5 x two bed, 2 x three bed and 2 x one bed flats with associated landscaping - Withdraw 18/09/2009.
- HGY/1990/0309 - Formation of vehicular crossover. – Approved 09/11/1990
- OLD/1979/0028 - Erection of a street cleaning sub-depot. – Approved 30/07/1979.
- OLD/1977/0029 - Erection of new street Cleansing Depot. – Approved 14/10/1977.

4. CONSULTATION RESPONSES

Quality Review Panel

4.1 The scheme has been reviewed by the QRP on three occasions.

- 1st Quality Review Panel 29/06/2022
- 2nd Quality Review Panel (Chair's Review) 19/10/2022
- 3rd Quality Review Panel (Chair's Review) 20/09/2023

Summary Table of QRP Chair's Review Report dated 20/09/2023

Category	Key Comments	Officers Response
Panel Summary	- Welcomes affordable housing on a challenging site - Notes positive response to previous comments - Height and massing considered appropriate	Noted
Massing	- Rear top floor pulled back and roof angled to reduce neighbour impact, - This would minimise impact on neighbour and is an improvement in key views.	Comments considered and incorporated into the

		scheme by the Applicant
Microclimate & Sustainability	- Site has air and noise pollution concerns, but the proposal has mitigated those concerns well - Air source heat pumps should provide cooling - Pollution expected to decrease with EV transition	Comments considered and incorporated into the scheme by the Applicant
Ground Floor Layout	- Cycle store access from street acceptable if discreet and secure - Undercroft provides psychological separation	Comments considered and incorporated into the scheme by the Applicant
Balcony Design	- Inset loggia balconies soften relationship with neighbours - Overlooking issues mitigated	Comments considered and incorporated into the scheme by the Applicant
Architectural Detailing	- Elevations proportionally successful - Removal of projecting bays on north elevation is positive - Red brick appropriate; lighter brick not recommended - High-quality materials should be conditioned	Comments considered and incorporated into the scheme by the Applicant
Elevations	- Needs stronger design for visibility from A1 traffic - More contrast and relief into the façade design for long distance views	Comments considered and incorporated into the scheme by the Applicant
Window Design	- Attractive window elevation studies - The textured area beneath windows should match the scheme's colour palette - Suggests varying sill heights for better light and views in non-kitchen rooms	Comments considered and incorporated into the scheme by the Applicant
Next Steps	- Panel supports planning application - No further review required	Noted

- 4.2 Rigorous review and detailed commentary were provided by the QRP. The applicant's design team responded to the design and other relevant points raised and refined the design at each iteration. Following the final review session, the QRP summarised that 'The panel welcomes the proposals for 505-511 Archway Road, which will provide much-needed affordable housing on a challenging site. It thinks that the project team has responded positively to the panel's previous comments.'
- 4.3 The scheme was briefed to the Planning Sub Committee at pre-application stage, at their meeting on 11/07/2022. (ref: PPA/2022/0002). Notes from the meeting are attached in Appendix 5.

Internal and External

- 4.4 The responses below were received following consultation on the application. Comments are in summary - full comments from consultees are included in appendix 3.
- LBH Design Officer – No objection raised.
 - LBH Conservation Officer – No objection raised.
 - LBH Waste Management – No objection to this application regarding the waste management.
 - LBH Transportation Group – Subject to conditions and S.106/S.278 obligations, Transportation are supportive of the proposals.
 - LBH Carbon Management – The development achieves a reduction of 77% in carbon dioxide emissions on site which is supported in principle.
 - LBH Waste Management – No objection. Applicant should email BulkBinHire@haringey.gov.uk to order the bulk bins once the development has been completed, if approved.
 - LBH Pollution Team – No objections to the proposed development in respect to air quality and land contamination subject to planning conditions.
 - LBH Tree Officer – No objections to the proposal subject to tree and landscaping conditions.

- LBH Flood & Water Management – No observation to make. Satisfied that sufficient information has been received in terms of assessing the planning application and if the site is to build, manage and maintain as per the Flood Risk Assessment and Drainage strategy report, content that the impact of surface water drainage has been adequately addressed.
- UK Power Networks – No objection raised. (Please note there are LV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.)
- TfL – No objection raised. Support the principle of alterations to the highway, in the interest of future public safety.
- Metropolitan Police Designing Out Crime Officer – No objections to subject to conditions and informatives.
- Thames Water – No objection received.

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of press notice and a number of site notices displayed in the vicinity of the site and 113 letters were sent to local addresses. The application has undergone re-consultation as a revised Daylight & Sunlight Assessment and elevation drawings were received in August 2025. A further consultation ends on 4 November. Any further responses received after the publication of the agenda will be reported in the addendum. 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: 47
 Objecting: 39
 Supporting: 2
 Neutral: 6

- 5.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the report:

<u>Comments/objections received from neighbours</u>	<u>Officer comments</u>
Design & Heritage	

1	Scheme is not sensitive in scale, massing, height, and architectural language.	The scheme features a sensitively scaled four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane. This arrangement responds well to the surrounding urban grain and heritage context.
2	Scheme does not preserve or enhance the Conservation Area.	The proposal is not deemed to harm the character or appearance of the Highgate Conservation Area or nearby heritage assets. Rather, the scheme will deliver modest public benefits, notably through the provision of 16 affordable homes and improvements to townscape quality. The Council's Design Officer and Conservation Officer have been consulted and no objections were raised to the massing and appearance of the proposal.
3	Contextually detached architecture. Design lacks human scale appears monolithic and alien to the area.	The scheme is designed to be contemporary in nature but also restrained in terms of the palette of materials, which reflect the character of the area. The massing is articulated through vertical brick piers and recessed glazed circulation cores, introducing rhythm and interest to the street frontage.
4	Proposed building is a slab and too tall and the design is uninspiring. Disrupts the skyline and character of the Highgate Conservation Area.	The proposed building has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the townscape quality of this location, over and above the current conditions of the site, which is identified as a detractor.
5	Scheme does not respect the urban grain of existing cottages at Nos. 96–108.	The scheme responds to the geometry of the site and assists in the transition in height, with the massing modulated and broken down by recessing the top floor. The two houses proposed along Bakers Lane are designed at a two-storey scale to reflect and respond to the character of the surrounding residential streets.

6	Impact on heritage assets: the Highgate Conservation Area, listed buildings and locally listed building	The overall impact of the proposed development would cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area.
7	Overdevelopment of a small island site with high density.	The proposal aligns with national, London and local objectives to increase housing supply, particularly on small sites in an accessible location. The site's current use as a car wash presents an opportunity for both visual and functional improvement through a sensitively designed residential scheme.
	Impact on Residential Amenity	
8	Daylight & Sunlight analysis based on incorrect drawings and measurements / BRE tests are run on incorrect window data.	A detailed 3D model was prepared using AutoCAD drawings and verified against architectural plans and as explained in Daylight & Sunlight Report where internal layouts were unavailable, reasonable assumptions were made, which this in line with BRE 2022 and RICS "Surveying Safely".
9	Inaccurate plans in terms of mis-measured windows, incorrect boundaries, and unverified property layouts.	As reflected above room layouts and window positions were modelled directly from verified plans and elevations, with an elevational drawing provided to show the facing windows to No's 96 to 106.
10	Daylight and sunlight loss to Nos 100 – 108 North Hill due to proposed building.	As per the Daylight & Sunlight Report of the 12 assessment properties, 5 are fully BRE compliant with remaining 7 may experience isolated changes, but reasonable daylight levels will be retained in most rooms. While acknowledging some impact on daylight levels, this is considered acceptable within the context of an urban environment and not sufficient to warrant refusal of the application. In line with paragraph 130(e) of the National Planning Policy Framework (NPPF), a flexible approach to daylight and sunlight guidance is appropriate where it enables efficient use of land and the resulting scheme provides acceptable living standards.

11	Inputs (true window sizes/positions, room depths, sill/head heights) show light to multiple resident windows dip below the 27%/0.8 VSC rule and APSH falls below thresholds/0.8.	As noted above, the analysis used industry-standard modelling to assess VSC, NSL, APSH, and overshadowing, in accordance with BRE 2022 procedures. A drawing identifying the affected windows was also provided. It is further noted that no specific comments were submitted challenging the size or position of the windows, despite a site visit being offered to the party raising the concern, which was not taken up.
12	Losses breach BRE Guidelines (2022) for daylight and sunlight standards, with these substantial, not marginal.	As reflected above while it is accepted there is some impact in relation to the adjoining properties on North Hill the overall effect is not considered significant in the context of an urban environment.
13	Need for independent third-party review of the daylight, sunlight, and privacy impacts.	Officers have the requisite knowledge, training, and experience to assess daylight, sunlight, and privacy impacts in accordance with established planning guidance and best practice. Equally it is pointed out that there is no formal requirement within planning legislation or policy to commission an independent third-party review of such technical reports. The submitted assessment has been reviewed internally, and the conclusions are considered robust for the purposes of determining the application with additional points of clarification sought during the assessment process.

14	Proposed third- and fourth-floor rear windows introduce direct sightlines into private habitable and sanitary rooms (bathrooms and kitchens) of 98–108 North Hill, at separation distances of less than half the 20–25m standard in Haringey’s Housing Design SPD. Nearest balcony/terrace is only 11m from rear windows of 106 North Hill.	Haringey does not prescribe fixed window-to-window separation distances in either its local plan or in supplementary guidance, with it pointed out that previous guidance on this matter, contained in SPG1a: Design Guidance, revoked in 2017, reflecting the reality that prescriptive distances cannot always be achieved while meeting density and housing standards. Instead in considering such a matter the context of the site must be considered, the design and siting of the scheme and design solutions employed to minimise impacts on amenity. It is also pointed out that the Mayor’s Housing Design Guide SPG does not prescribe specific window-to-window separation distances and rather focuses on broader principles of privacy, outlook, and amenity, encouraging design-led approaches that respond to context. The proposed apartment block, comprising three floors with the top floor recessed and incorporating windows and terraces behind solid balustrades, is not considered to result in significant harm to the amenity of the adjacent two-storey terrace houses, which typically feature single-storey rear outriggers serving kitchens or bathrooms. The separation distance remains acceptable within an urban context, and the modest size of the window opening combined with solid balustrades to the terraces serve to minimise impact. In specific in relation to the top floor lines of sight down from windows set back will be interrupted by the solid balustrade to the terrace. In relation to the lower floor the high existing boundary treatments and vegetation, alongside additional planting within the site, will further reduce the potential for overlooking from these floors. Compared to earlier iterations of the scheme, the scheme has been amended to incorporate design measures that minimise amenity
----	--	---

		impacts, as explained above, with it also pointed out that in an urban residential environment there is always a degree of mutual overlooking – i.e. into gardens.
15	Proposal allows direct views into the ground-floor bathroom at 106 North Hill from upper balconies and rear windows, with no Sunlight & Daylight assessment provided for this window.	The ground-floor bathroom rear and side window at No 106 is located within an existing rear outrigger with views of the outrigger screened by the tall boundary wall with vegetation above at the back of the site, which will remain and serve to interrupt and minimise downward views from the proposed development. While no specific daylight assessment has been provided for this individual window in the outrigger these are not habitable room windows and therefore not subject to assessment under BRE guidance.

16	Proposals disproportionately interfere with the private life of existing residents, especially where visual intrusion into private spaces occurs/ breach to Human Rights Act 1998.	As reflected in the planning assessment the scheme is considered acceptable when assessed against national, London Plan, and local planning policy objectives and while reference is made to the Human Rights Act 1998, particularly Article 8 (right to respect for private and family life), the planning assessment has appropriately balanced the rights of existing residents with the wider public interest in delivering additional housing. The scheme is therefore not considered to result in a disproportionate interference with private life and remains policy-compliant in this regard.
17	Overlooking and loss of privacy in relation to properties on North Hill.	As set out in the planning assessment it is accepted the proposed development will alter the spatial relationship with properties along North Hill, however this does not inherently result in harm. The building's recessed top floor and broken-down massing help reduce its visual presence, and the existing boundary wall, together with proposed planting, will in part help interrupt views and protect privacy. While the separation between buildings is modest, it is considered acceptable within an urban context.
18	Overshadowing of neighbouring cottages and obstruction of views toward Highgate Woods.	Given that the development is located to the north-east of the 7 affected cottage properties, and taking into account the trajectory of the sun, it would not result in overshadowing to the rear gardens to these dwellings. While it is acknowledged that there will be a loss of views toward Highgate Wood from upper floor windows, planning law and policy do not confer a right to a view. Notwithstanding this point, any such view is already limited due to the substantial intervening distance between the rear elevations of these properties and the boundary of the Woods.

19	Proposed trees encroach beyond the site boundary and party wall, breaching BS 5837:2012 and BS 3998:2010 due to root and crown conflicts with these not growing as illustrated, making the drawings misleading and the proposal unviable, with such trees not having leaves in winter.	The landscape architects have confirmed that all trees requiring deeper planting pits have been repositioned back from the party wall, in line with the advice of the project's party wall surveyor. It has also been confirmed that along the wall itself, only multi-stem shrub species are proposed, which do not require deep excavations with these suited for pruning. To further safeguard the adjacent foundations, root barriers can be incorporated as an additional precautionary measure with this needing consideration at the detailed design stage.
20	Planning approval cannot override private property rights.	It is agreed that planning approval does not override private property rights, including the Right to Light, which is a separate matter governed by civil law and established case law. This right may be pursued independently through legal channels and is not extinguished or superseded by the grant of planning permission.
	Traffic, Parking & Road Safety	
21	Traffic report acknowledges that crossing Baker's Lane is dangerous but still deems it acceptable.	A Transport Assessment was submitted and reviewed. While the existing pedestrian environment is constrained, the proposal includes a new zebra crossing on Archway Road to improve pedestrian safety, secured via a Section 278 agreement.
22	Lack of safe crossing provision.	The scheme proposes pedestrian improvements, including a new zebra crossing on Archway Road, subject to Road Safety Audit and TfL approval, to enhance pedestrian access and safety.
23	Dangerous alterations to junction without robust risk mitigation plan.	Preliminary designs for pedestrian crossings have undergone a Stage 1 Road Safety Audit. Further detailed design and technical approval will be secured through a Section 278 agreement with TfL.
24	Failure to address site-specific safety with no infrastructure upgrades proposed.	The applicant has committed to pedestrian safety improvements, including a new crossing and kerb build-outs, to be delivered through a legal agreement with TfL and the Council.

25	Adverse effect on traffic flows on the Archway Road (A1).	The proposed loading bay and blue badge bays are designed to avoid obstruction of Archway Road traffic, with swept path analysis ensuring safe vehicle movements.
26	Increased congestion on already busy local roads.	The development is car-free, reducing potential additional traffic. The Transport Assessment concluded that trip generation would be minimal and manageable.
27	No agreement with TfL to improve roads or pedestrian crossings.	TfL has been consulted and supports the principle of pedestrian safety improvements. Final crossing design is subject to further discussion and agreement with TfL and Road Safety Audit.
28	No Road Safety Audit submitted.	A Stage 1 Road Safety Audit has been completed for one of the proposed pedestrian interventions. A Road Safety Audit will be conducted for the alternative pedestrian intervention - Single zebra crossing. The results of the audits will inform the final design and will be implemented through the Section 278 process.
29	Lack of safe access for deliveries, refuse collection, and construction vehicles.	A dedicated loading bay is proposed on Archway Road to accommodate deliveries and refuse collection, designed to avoid encroachment on the footway or carriageway.
30	Car-free scheme will worsen parking for existing residents.	The scheme is car-free to promote sustainable transport. A car-capped agreement and contributions to amend the Traffic Management Order are secured to prevent overspill parking.
	Noise, Pollution & Health Risks	
31	Amplified traffic noise due to building height.	A Noise Assessment was submitted and reviewed by the Council's Pollution Officer. The proposed building design includes high-performance glazing and mechanical ventilation systems to mitigate external noise. The development replaces a car wash use, which generated operational noise, with residential use, likely reducing overall noise levels.

32	Illegal NO ₂ pollution levels (40–49µg/m ³) will worsen.	The Air Quality Assessment concluded that predicted NO ₂ levels are within legal limits. The development is car-free and includes air source heat pumps and PV panels, resulting in no on-site NOx emissions. The scheme is assessed as Air Quality Neutral.
33	Light and noise pollution from communal areas.	The site is located within an established urban setting, characterised by terraced housing and flatted blocks, and is not an inherently dark or a quiet environment. The proposed glazing is of an appropriate scale, and modern internal lighting will serve to prevent adverse external light spill. Any lighting within the rear courtyard is required to be low-level and sensitively positioned. Noise levels from communal areas are expected to remain within typical urban background levels, with no undue impact on neighbouring amenity.
	Trees, Urban Greening & Biodiversity	
34	Removal of tall, mature trees with inadequate replacement.	The Arboricultural Report confirms that existing trees are of low quality and unsuitable for retention. These will be replaced with three new trees and additional planting, resulting in a net increase in tree numbers and biodiversity. The Council's Tree Officer has been consulted and raised no objection subject to conditions.
35	Proposed layout fails London Plan guidance on tree placement.	The landscaping strategy includes new tree planting and green infrastructure that meets the GLA Urban Greening Factor target of 0.4, in line with London Plan Policy G5.
36	Claimed urban greening gains are unachievable.	The scheme includes extensive soft landscaping within the communal garden, replacement trees and planting along the site boundary. These measures contribute to a calculated Urban Greening Factor of 0.40, meeting the London Plan target.

37	Biodiversity loss not mitigated.	A Biodiversity Net Gain (BNG) metric has been submitted, demonstrating a 245% gain in habitat units. A BNG Plan and long-term Habitat Monitoring and Management Plan will be secured by condition to ensure compliance with the Environment Act 2021.
	Construction Impact	
38	No Construction Management Plan provided.	A Demolition and Construction Logistics Management Plan (DCLMP) and a Demolition and Construction Environmental Management Plan (DCEMP) will be secured by condition to manage and mitigate construction impacts, including noise, dust, and traffic.
39	Excavation within 3m of neighbouring properties.	Construction activities, including excavation, will be managed through the DCEMP and DCLMP, which require detailed methodologies to ensure safety and minimise impacts on adjacent properties.
40	No plan to repair damage to structures or utilities.	The DCEMP will include measures to prevent and address any potential damage to neighbouring structures or utilities. Compliance with these plans will be monitored by the Council.
41	Risk of disruption and structural harm to neighbouring homes.	The proposed development is well separated from the North Hill terrace, with no physical connection that would compromise neighbouring structures. The development also does not involve basement excavation, allowing for standard foundation design with in turn such works overseen by Building Regulations to ensure structural safety.
	Infrastructure & Services	
42	Increased pressure on police, GPs, schools, hospitals, fire services.	The proposal is for 16 affordable homes intended to meet the needs of existing borough residents. As such, it will not generate significant additional demand on local services. On the contrary, increasing the supply of affordable housing helps alleviate pressure on housing services.

43	No s.106 agreement or commitment to support local infrastructure.	A Directors' letter will secure obligations typically covered by a Section 106 agreement, including contributions to carbon offsetting, highways improvements and employment and skills initiatives.
	Procedural Matters / Accuracy of Plans and Information	
44	CGI visuals of the proposed building were submitted, but no existing site images were provided, limiting assessment of Conservation Area impact.	CGI visuals are not intended to depict existing buildings, which can be readily appreciated from current site conditions rather their purpose is to illustrate and test the proposed scheme's scale and visual impact in context. It is also pointed out that the 'Heritage, Townscape and Visual Impact Assessment' is supported by site photographs and historic imagery enabling a robust assessment of the proposal's effect on the Conservation Area.
45	Daylight & Sunlight analysis based on incorrect drawings and measurements / BRE tests are run on incorrect window data.	The Daylight & Sunlight Assessment was prepared by qualified consultants following BRE 2022 guidance. Officers reviewed the methodology and found the results acceptable within the urban context.
46	Inaccurate plans in terms of mis-measured windows, incorrect boundaries, and unverified property layouts.	The daylight and sunlight analysis is based on publicly available floorplans and elevation drawings, with in turn a detailed rear elevation provided that clearly depicts window positions and the extent of glazing relative to solid wall elements. In addition, detailed 3D model imagery has been provided to illustrate window placement and spatial relationships. This information is comprehensive for assessing daylight and sunlight impacts in line with established guidance.
47	No verified survey information provided	The planning submission includes measured surveys and assessments based on available data.
48	Council withheld revised drawings from public consultation despite having them since April.	The application was re-consulted in August 2025 following receipt of revised drawings and updated assessments. All responses received after agenda publication were reported in the addendum.

49	HCAAC previously recommended a masterplan and public consultation before any application is considered.	The Council undertook public consultation and engaged with stakeholders, including the Highgate CAAC. The site is not part of a wider allocation requiring a masterplan.
50	Inadequate and ineffective community engagement.	A Statement of Community Involvement has been submitted with this application, outlining engagement undertaken in line with national and local guidance. A structured programme began in 2022, including consultation with 333 households, through online and paper-based feedback, and discussions with residents and stakeholders. Dialogue with ward councillors, the Highgate Society, and the Highgate Conservation Area Advisory Committee also took place to inform the design with further engagement in late 2024 and early 2025 to update key stakeholders. The level and scope of such engagement is considered proportionate for a development of this scale.
51	Clarity on whether the proposed building would extend at some point over the adjacent petrol station site.	The proposal does not include the adjacent petrol station site. The northern gable of the building has been designed to allow for potential future development on that site, if it comes forward.
52	The Arboriculture Report relied on street-based estimates due to restricted site access, breaching BS 5837:2012.	The Arboricultural Report acknowledges access limitations and provides a proportionate assessment. Tree removal and replacement are addressed through landscaping conditions.
53	Need for further public consultation to allow affected residents to review the corrected information	Re-consultation was undertaken in August 2025 following submission of revised drawings and assessments. All statutory requirements for consultation were met.

54	Council is landowner, developer, and decision-maker—conflict of interest.	The Council has implemented governance measures, including a Directors' Agreement and oversight by the Chief Executive and portfolio holders, to ensure transparency and compliance. The role of the Officer is to assess the planning application against planning policy and all material planning considerations, and to make a recommendation to the Planning Sub-Committee as to whether the scheme should be granted or refused planning permission. There is no conflict of interest.
55	Formal complaints submitted to Monitoring Officer and threats of judicial review.	While individuals are entitled to pursue complaints or legal remedies, the threat of judicial review is not a material planning consideration. Rather planning decisions must be based on a detailed planning assessment taking into account relevant planning policies and material planning etc with legal threats not be used to unduly influence or undermine the proper exercise of planning judgment.
	Environmental Impacts	
56	No Environmental Impact Assessment (EIA) has been undertaken, despite the need to consider location-based criteria under EIA regulations, specifically, the site lies within 100 metres of Highgate Woods, a designated sensitive area.	As set out in the Committee Report, under Article 5(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, an EIA may be required based on locational sensitivity rather than scale alone. While Highgate Wood is a designated sensitive site, the application site lies approximately 110 metres away and is physically separated by substantial urban infrastructure, including rail sidings, active tracks, commercial buildings, and a multi-lane road. Given this degree of separation and the previously developed nature of the site, the proposed four-storey block will not give rise to significant environmental effects. Accordingly, the proposal does not meet the location-based criteria that would trigger an Environmental Impact Assessment.

57	No air quality mitigation for pollution at a busy junction; evergreen planting needed to reduce toxic fumes.	The development is Air Quality Neutral and includes air source heat pumps and PV panels, with no on-site NOx emissions. Evergreen planting and green infrastructure are included in the landscaping strategy.
58	Site and surrounding area have a history of flooding, as shown in the Environment Agency's flood maps.	The site is in Flood Zone 1 (lowest risk). A Flood Risk Assessment and Drainage Strategy were submitted and reviewed by the Council's Flood & Water Management Officer, who raised no objections.
59	Impact of the proposed building and its foundations on ground and surface water flows must be assessed, especially for nearby basement properties.	The drainage strategy includes attenuation tanks and sustainable drainage systems to manage surface water. The development will not increase flood risk to neighbouring properties.
60	Trees are proposed to be removed from neighbouring properties.	The Arboricultural Report confirms that only low-quality trees within the site boundary will be removed. No trees on neighbouring land are proposed for removal.
61	Loss of trees and greenery and inadequate replacement. (listed twice in original)	The scheme includes replacement tree planting and extensive landscaping, achieving a 245% Biodiversity Net Gain and meeting the Urban Greening Factor target of 0.4.
62	Inappropriate site for family housing as the site is located on a heavily trafficked gyratory system and characterised by poor air quality, unsafe pedestrian access, and high noise levels.	The site is accessible and policy-compliant. Noise and air quality assessments confirm the site is suitable for residential use with mitigation measures in place. Pedestrian improvements are secured via legal agreement.

63	Gyratory not a suitable location for housing in terms of pollution and access.	The site is in an accessible location and within an area where residential properties fronting a busy road network already exist, with the application site historically also having supported housing. Noise and air quality assessments have been submitted demonstrating that the site is suitable for residential use subject to mitigation measures in place to ensure acceptable internal living conditions with it equally recognised that the transition from combustion-engine vehicles to cleaner energy sources will also positively influence environmental conditions along this part of Archway Road. As already referenced means to improve pedestrian improvements are to be secured.
64	Passive design failure and mechanical dependence as the proposed scheme relies on mechanical cooling and sealed windows to achieve basic habitability.	The scheme includes triple glazing, MVHR systems, and EAHPS to manage overheating and ensure comfort. These measures are compliant with energy and sustainability policies.
65	Overheating issues.	Overheating has been addressed through design and mechanical systems. The scheme meets relevant standards and includes shaded balconies and green roofs to reduce heat gain.
66	While the Council has a duty to meet housing targets and utilise underused land, this must not come at the cost of community safety, environmental standards, and conservation values	The proposal balances housing delivery with environmental and design quality. It meets planning policy requirements and includes mitigation for environmental and amenity impacts.
67	Concerns over land contamination and pollution management.	A land contamination assessment was submitted and reviewed. Conditions are included to ensure any contamination is appropriately managed and remediated before development.

Local groups & Societies

5.3 The following local groups/societies were consulted and made representations; summaries of their comments are set out below.

Highgate Society

- Inadequate and ineffective community engagement

- Inappropriate site for family housing as the site is located on a heavily trafficked gyratory system and characterised by poor air quality, unsafe pedestrian access, and high noise levels
- Failure to address site-specific safety with no infrastructure upgrades proposed
- Passive design failure and mechanical dependence as the proposed scheme relies on mechanical cooling and sealed windows to achieve basic habitability
- Contextually detached architecture
- Loss of trees and greenery and inadequate replacement
- While the Council has a duty to meet housing targets and utilise underused land, this must not come at the cost of community safety, environmental standards, and conservation values

Highgate CAAC

- The proposed building is a slab and too tall and the design is uninspiring
- Gyratory not a suitable location for housing in terms of pollution and access
- Impact on heritage assets: the Highgate Conservation Area, listed buildings and locally listed buildings
- Pollution levels would increase due to the new pedestrian crossing
- Site unsuitable for people with mobility issues
- Impact on the character of the Gaskell Estate
- Loss of trees and greenery and inadequate replacement
- Adverse effect on traffic flows on the Archway Road (A1)

Highgate Neighbourhood Form

- Trees – While T1 and T2 are probably self seeded, they make a contribution to the street scene and Haringey Council should consider planting large street trees to mitigate their loss
- Biodiversity – The submitted report is a limited desktop study taken at a suboptimal time of year
- Landscaping – The landscaping plans lacks ambition, and the urban greening could go higher
- Others – The paving in the house gardens should be SUDS compliant

5.4 The following Councillors made representations:

- Cllr da Costa, Cllr Scott Emery and Cllr Isilar-Golsing – Object regarding concerns about safety and accessibility of the site, loss of privacy to neighbours, road layout and highway safety, flood risk and impact on daylight and sunlight to neighbouring properties.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning considerations raised by the proposed development are

1. Principle of development;
2. Design and impact on heritage assets, including on the character and appearance of the conservation area;
3. Standard and quality of residential accommodation;
4. Inclusive access and pedestrian movement;
5. Child play space;
6. Transport, servicing, and waste management;
7. Impact on neighbouring amenity;
8. Trees, landscaping, EIA requirement and biodiversity net gain;
9. Energy, sustainability, and urban greening;
10. Air quality;
11. Flood risk & drainage;
12. Land contamination;
13. Equalities.

Principle of development

6.2 The proposed development seeks to deliver homes on a brownfield site currently occupied by a car-wash facility. The principle of providing new housing in this location is strongly supported by national, regional, and local planning policy frameworks, particularly in relation to small site development and the optimisation of land use in accessible urban areas.

National Planning Policy Framework (NPPF, 2024)

6.3 Paragraph 73 of the NPPF recognises the important contribution that small and medium-sized sites can make in meeting housing needs, noting their potential for quicker delivery. Chapter 11 promotes the effective use of land, while Paragraph 135c encourages development that is sympathetic to local character and history, including the surrounding built environment and landscape setting. It also supports appropriate innovation and change, such as increased densities, where justified.

London Plan (2021)

6.4 The London Plan sets out ambitious housing targets for the capital, including a 10-year target of 15,920 homes for Haringey, equating to 1,592 dwellings per annum. Policy H1 ('Increasing Housing Supply') requires boroughs to optimise housing delivery on all suitable and available brownfield sites. Policy H2A (Small Sites) states that boroughs should proactively support well-designed new homes on small sites (below 0.25 hectares), such as this one. It emphasises the need for small sites to play a much greater role in housing delivery. Table 4.2 of the Plan sets a minimum target of 2,600 homes from small sites in Haringey over a 10-year period. The policy also acknowledges that local character must evolve in appropriate locations to accommodate more housing.

- 6.5 Policy H1 further requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially for sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary and small sites. The application site is considered a relatively small site with reasonably good accessibility, falling within PTAL 3 and within 800 metres of a Tube station.
- 6.6 Policy H2 of the London Plan requires boroughs to pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making. The Plan further states that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority.
- 6.7 Policy D3 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Haringey Local Plan Strategic Policies DPD (2017)

- 6.8 Policy SP2 of the Local Plan supports the provision of homes to meet Haringey's housing needs and encourages the full use of the borough's capacity for housing. It aims to maximise the supply of additional housing to meet and exceed the stated minimum target. The supporting text to Policy SP2 specifically acknowledges the contribution that small sites make to housing delivery. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place on allocated sites.
- 6.9 As part of preparing a new Local Plan, the Council is currently consulting on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation period running from 10 October to 19 December 2025. The Draft Local Plan sets out the Council's emerging placemaking framework, spatial strategy, and policy direction. At this stage, the new Local Plan is in the early stages of preparation and has not yet been submitted for examination. In accordance with the National Planning Policy Framework (NPPF), paragraph 49, officers consider that only very limited weight should be afforded to the Draft Local Plan's policies at this time.

Highgate Neighbourhood Plan (2017)

- 6.10 Although the site is not specifically designated in the Highgate Neighbourhood Plan, Policy SC1 supports the delivery of a minimum of 300 net additional housing units in Highgate by 2026. The policy places significant weight on developments that deliver

an appropriate mix of homes, provide affordable housing, and optimise the use of land and buildings to create inclusive and demographically diverse communities.

Site Allocation SA38

- 6.11 The site lies opposite 460–470 Archway Road, which is allocated under Site Allocation SA38 for major mixed-use development, including residential and employment uses. This allocation indicates that the immediate area is expected to undergo change.

Loss of employment land and provision of housing

- 6.12 Policy DM40 'Non-Designated Employment Land and Floorspace' sets out that the loss of employment land will only be supported where it is clearly demonstrated that the site is no longer suitable for continued employment use. This includes consideration of alternative employment uses, the condition and adaptability of buildings, site layout and access, relationship to neighbouring uses, long-term vacancy, and evidence of sustained marketing over at least three years.
- 6.13 The site has operated as a hand car wash for several years, utilising open structures rather than purpose-built employment floorspace. As noted later in this report, the site historically accommodated residential use before being cleared in the mid-20th century and in turn being affected by the longstanding uncertainty associated with the potential widening of Archway Road. It is therefore apparent that the car wash use was originally envisaged as a temporary arrangement but has persisted far longer than anticipated as opposed to being purposefully developed for employment use, with this therefore being an ad-hoc employment use as opposed to a clearly defined employment function.
- 6.14 Employment levels associated with car washes use are low. As such, the retention of this employment use is viewed to carry limited weight in planning terms.
- 6.15 It is however accepted such a car wash use provides a local service, however similar facilities exist nearby, including at the adjoining petrol station and others in the wider area (e.g. Fortis Green, Golders Green), alongside mobile car wash services, with there being no strong policy basis for protecting such a service.
- 6.16 In terms of the site's suitability for alternative employment/ light industrial use the site is constrained by its access arrangements and proximity to residential properties, which may limit operational viability and raise amenity concerns.
- 6.17 As part of the legal agreement with this scheme, a financial contribution towards employment skills and apprenticeships is to be secured. This will support access to training and employment pathways, offering a more structured and beneficial gateway to skilled employment than the limited opportunities associated with the existing car wash use.

- 6.18 The island site previously accommodated larger buildings, including residential use. The scheme proposes sustainable and efficient re-use of existing land. There are future changes planned with the introduction of traffic calming measures, including a new 20mph speed limit planned for Archway Road to be introduced in 2027; and a shift towards electric vehicles would also positively impact air quality.
- 6.19 Overall, taking account of the above points, a proposed residential use is considered more appropriate and better aligned with the NPPF's objective and Government's direction to significantly boost housing supply, with this reflecting more up to date policy priorities than those set out in the 2017 local plan in relation to non-designated employment sites.

Conclusion

- 6.20 Taking into account the above policy support and contextual factors, the provision of additional housing on this site is considered acceptable in principle. The proposal aligns with national, regional, and local objectives to increase housing supply, particularly on small sites in accessible locations. The site's current use as a car wash presents an opportunity for both visual and functional improvement through a sensitively designed residential scheme, subject to satisfactorily addressing other material considerations, including design, heritage, amenity, transport, energy, and sustainability matters, as discussed further below.

Design and impact on heritage assets, including on the character and appearance of the Conservation Area

Policy context

- 6.21 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.22 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

- 6.23 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 DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.24 DPD Policy DM9 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. Policy DM9 also states that the Council will give consideration to, and support where appropriate, proposals for the sensitive redevelopment of sites and buildings where these detract from the character and appearance of a Conservation Area and its setting, provided that they are compatible with and/or complement the special characteristics and significance of the area. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.
- 6.25 The Highgate Neighbourhood Plan (2017) is an adopted part of the Development Plan which planning applications must be decided in accordance with, unless material considerations indicate otherwise. In particular, Policy DH2 requires that development proposals should preserve or enhance the character or appearance of Highgate's conservation areas, and respect the setting of its listed buildings and other heritage assets. Development should preserve or enhance the open, semi-rural or village character where this is a feature of the area. Whilst Policy DH3 is mainly about rear extensions, this policy reinforces the need to safeguard the amenity of neighbouring properties, while Policies SO4.4 and OS2 emphasise the protection of trees and vegetation as integral to Highgate's green character. Additionally, Policy DH8 requires that waste and recycling facilities in new buildings be well-designed and discreetly integrated into the overall scheme.

Site Layout and Urban Grain

- 6.26 The island site previously accommodated larger buildings, and currently consists of non-descript buildings, sheds, and a yard, and is proposed to be redeveloped to provide a four-storey building fronting Archway Road and two two-storey houses on Bakers Lane. The scheme is designed to respond to the varied urban grain and scale of the surrounding area.
- 6.27 As previously noted, the site is located at the northern edge of the Highgate Conservation Area and forms part of an island site bounded by Archway Road, Bakers Lane, and North Hill, currently surrounded by a busy gyratory road system. The proposed buildings will front both Archway Road and Bakers Lane, reinforcing the existing street pattern and contributing to a legible urban layout that supports access and pedestrian movement.

Scale and Massing

- 6.28 The proposal is for a four-storey flatted block fronting Archway Road, transitioning down to two-storey houses along Bakers Lane. The main block has been designed to step down toward a southern gable end feature at the corner with Bakers Lane, responding to the geometry of the site and assisting in the transition in height. The massing of the main block is also modulated and broken down by recessing the top floor as seen from the rear.



Figure 5: Building Layout and Massing

- 6.29 The main building's frontage has been designed to reduce its visual bulk and help it sit comfortably within its context. Specifically, its massing is articulated through vertical brick piers and recessed glazed circulation cores, which serve to introduce rhythm and interest to the street frontage. To the rear, the block is also carefully detailed, for example by using recessed balconies which fully integrate into the building envelope. As noted, the southern gable end of the main building responds to the site's geometry and marks the junction of Archway Road and Bakers Lane, while the northern gable

has been deliberately pared back to allow for potential future development on the adjacent petrol station site, should any come forward.

- 6.30 The two houses proposed along Bakers Lane are designed at a two-storey scale to reflect and respond to the character of the surrounding residential streets, particularly the early 19th-century cottages on North Hill.
- 6.31 Overall, the proposed development is considered to be of an appropriate scale and will sit comfortably within the area's varied urban context. As discussed further below, re-introducing built form to this historically developed site is seen as beneficial to the streetscape and to the character and appearance to this part of the conservation area.

Detail and Materiality

- 6.32 The proposed development is considered to represent a high-quality and contextually appropriate response to this prominent site. The scheme is designed to be contemporary in nature but also restrained in terms of the palette of materials, which reflect the character of the area.
- 6.33 The main facing material will be a warm, variegated red stock brick, selected to echo the prevalent use of brick in the local area. This will be complemented by contrasting precast concrete detailing, which serves to add depth and visual interest to the elevations. Horizontal banding between ground and upper levels will be used to help define the building base and provide a counterpoint to the vertical emphasis of the fenestration.



Figure 6: Visualisation of scheme as seen from Archway Road

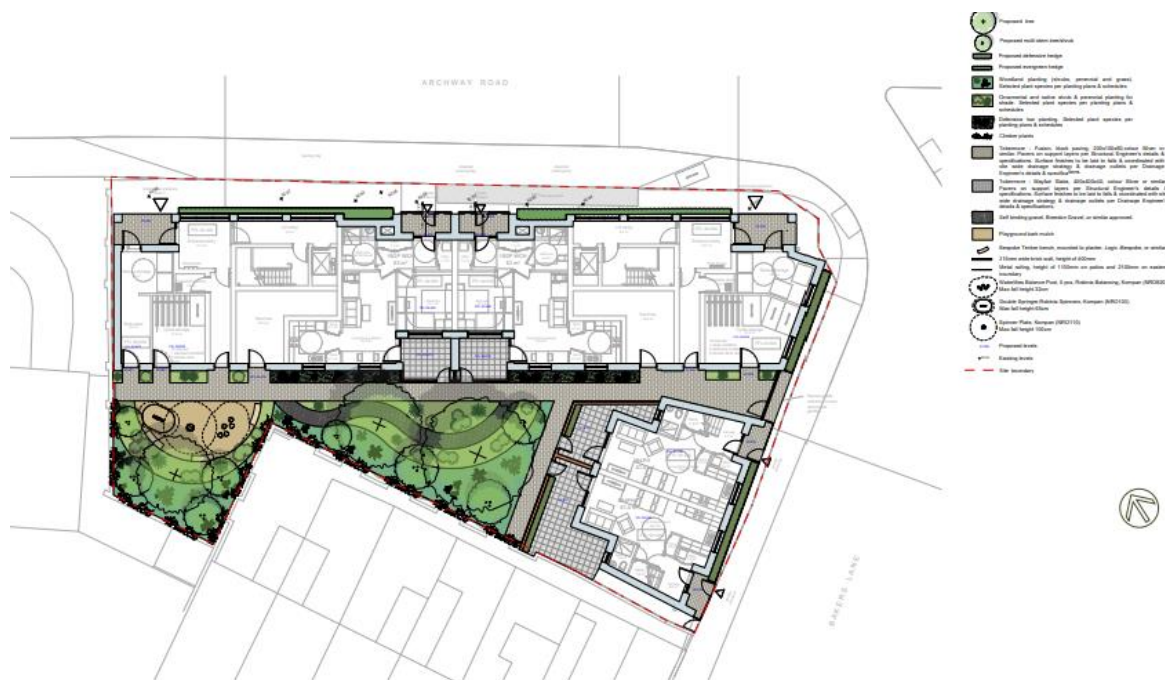
- 6.34 Further detailing will include stone panels below half-height windows, Juliet railings to full-height openings, and glazed brick at entrances, referencing mansion block typologies and adding interest at street level. Parapets are to be completed with brick soldier coursing and precast copings, giving a robust and refined roofline.
- 6.35 The communal entrances will be recessed within the ground floor, providing shelter and clear visibility into the internal lobbies, which connect directly to the shared amenity space at the rear. Fenestration is well proportioned and spaced, with full-depth reveals contributing to a sense of permanence and architectural integrity.
- 6.36 Security measures will be incorporated through the use of natural surveillance and robust specifications for doors, windows, and boundary treatments. The scheme is targeting Secured by Design Gold Award accreditation, with Silver as a minimum.
- 6.37 To ensure the quality of materials and detailing is of a high standard, a condition is recommended to secure the final specification of external materials, including brick type, mortar colour, and architectural detailing. Specifically, a sample brick panel will be required to be provided on site for inspection and approval prior to commencement of above-ground works.



Figure 7: Materials and detailing

Landscaping and Amenity Space

- 6.38 While the site is relatively compact, the proposed development will deliver amenity space and a landscaped setting. The building layout encloses a ground floor amenity space of approximately 319 sqm, accommodating both communal areas and private spaces allocated to individual homes. The ground floor layout allows all homes to access the communal space, with some ground floor homes and the two houses benefiting from their own private ground floor amenity space. The upper-floor flats will benefit from recessed balconies and top-floor terraces, ensuring all residents have access to outdoor space.
- 6.39 Soft landscaping within the communal garden will include a mix of planting, boundary treatments, and a dedicated children's play area, alongside incidental play features. Railings and planting would be used to buffer ground floor flats and clearly define private garden areas. Existing low-quality trees will be replaced with appropriate new species and multi-stem shrubs.
- 6.40 In addition to the rear garden, biodiversity roofs are proposed for the houses, and street-edge planting will help soften the built form and improve the visual character of Archway Road and Bakers Lane. The scheme is designed to meet the GLA Urban Greening Factor (UGF) target of 0.4 and will also comply with Biodiversity Net Gain (BNG) requirements, as discussed further on in this report.



Quality Review Panel Feedback

- 6.41 The design of the scheme has been informed by three reviews by the Quality Review Panel (QRP), as well as input from Officers during pre-application discussions. Notes from the various QRP meetings are set out in Appendix 4.
- 6.42 Key changes to the scheme, following QRP feedback and discussions with Officers, include repositioning the main block to increase garden space, refining the southern gable to better respond to the site's geometry, and reducing massing at the rear to minimise impact on neighbouring amenity. Recessed balconies and set-back top-floor flats were also introduced, along with level planting along the street frontage.
- 6.43 The Chair's Review concluded that the building responds well to its context, with the massing, elevational design, and materiality considered acceptable.

- 6.42 Key changes to the scheme, following QRP feedback and discussions with Officers, include repositioning the main block to increase garden space, refining the southern gable to better respond to the site's geometry, and reducing massing at the rear to minimise impact on neighbouring amenity. Recessed balconies and set-back top-floor flats were also introduced, along with level planting along the street frontage.

- 6.43 The Chair's Review concluded that the building responds well to its context, with the massing, elevational design, and materiality considered acceptable.

Heritage Impact

Legal Context

- 6.44 The Legal Position on the impact of heritage assets is as follows. Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: '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'.

- 6.45 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 6.46 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that 'Parliament in enacting section 66 (1) intended 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.'
- 6.47 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says 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 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.
- 6.48 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.
- 6.49 The authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasized in Barnwell, 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.
- 6.50 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 strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.51 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.

- 6.52 A Heritage, Townscape and Visual Impact Assessment has been submitted with the application, providing a detailed account of the site's historical context and its relationship to surrounding heritage assets.
- 6.53 The site itself holds no intrinsic heritage significance but is located within the Highgate Conservation Area (Sub-Area 3: Archway Road), at its northern edge. However, the immediate surrounding area includes several designated and non-designated heritage assets, notably Nos. 82–86 North Hill (Grade II listed), and locally listed buildings such as Nos. 88–90 North Hill and Nos. 76, 76A, and 78 North Hill. To the rear of the site are Nos. 96–108 North Hill, a surviving terrace of early 19th-century cottages that contribute positively to the character of the conservation area.
- 6.54 As reflected in the applicant's Heritage Assessment, the site historically formed part of a more coherent streetscape, with buildings fronting Archway Road and Bakers Lane. However, as explained in the assessment, the mid-20th century Archway Road Project, intending to upgrade Archway Road to motorway standard through the proposed demolition of over 170 homes and shops, led to decline and blight in the area before the project was finally abandoned in 1990.
- 6.55 Notably, the Wellington Inn and Hotel on the adjoining site was demolished in 1988 and subsequently replaced by the existing petrol filling station. Historical mapping also show that the application site itself once accommodated four buildings fronting Archway Road, including two double-fronted houses. These buildings were similarly lost during the 20th century, contributing to the erosion to the historic streetscape to this part of Highgate.
- 6.56 Today the application site is characterised by an open yard and poor-quality street presence and is considered to detract from the character and appearance of the conservation area. Moreover, the site is on an island site that is separated and isolated from the Gaskell Estate by North Hill and Bakers Lane. Given the separation between the Estate and the site and the fact that the Estate is on higher ground, it is not considered the proposed development would have any adverse impact on historic interest and significance of the Gaskell Estate.
- 6.57 The proposed redevelopment will introduce change to this part of the conservation area; however, change alone does not equate to harm. Conservation areas are not static or frozen in time but evolve as part of the living fabric of the city. Specifically, the NPPF recognises this, making it clear that visibility from, or proximity to, heritage assets is not in itself a measure of harm. Rather, the main consideration is the quality of the design and its relationship to the historic context. In this case, the proposal will reinstate built form where it historically existed, thereby repairing gaps in the streetscape.

- 6.58 As outlined above, the development places the four-storey element along Archway Road, then it steps down to three-storey at the rear as the top floor is recessed. Finally, there would be a pair of 2 no. two-storey houses along Bakers Lane. This approach helps the scheme respond sensitively to the urban grain of North Hill and its associated heritage assets.
- 6.59 As such design measures have been incorporated to mitigate any potential harmful impact on heritage assets, namely through the careful breakdown of mass and the use of brick as the primary facing material. As such, the scheme in both form and detail, will integrate sensitively into its context and will support the continued appreciation of the conservation area and its assets.
- 6.60 The overall impact of the proposed development would cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and would additionally raise the architectural and townscape quality of this site within the conservation area. The proposal is in line with the design and heritage policies such as DH2 of the Highgate Neighbourhood Plan, DM9 of the Development Management DPD and Policy HC1 of the London Plan. The proposal is supported by the Council's Conservation Officer from the heritage and conservation stance.

Planning Balance

- 6.61 The NPPF requires that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'. As reflected above, given the historic harm to this part of the conservation area, the proposed scheme, tested in terms of scale, materiality, and architectural detailing, is considered to improve the townscape quality of this location, representing a public benefit to the character and appearance of the conservation area and its setting. The provision of 16 affordable homes is an important public benefit associated with the scheme.
- 6.62 In accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, considerable importance and weight have been given to the desirability of preserving or enhancing the character or appearance of the conservation area, with the proposal considered to meet this statutory test and policies outlined above.

Standard and quality of residential accommodation

- 6.63 London Plan Policy D6 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments.

- 6.64 In assessing the proposal against minimum space standards, the scheme meets such requirements, with the home sizes set out below. The scheme also complies with the minimum standards prescribed for individual rooms, as per the London Housing Design Guide.
- 6.65 The new homes would be an appropriate mix of accommodation comprising 8no. 2-bed 4-person flats, 4no. 1-bed 2-person flat, and 2no. 1-bed 2-person wheelchair homes directly accessed at ground floor as well as 2no. semi-detached 3-bed 4-person houses along Bakers Lane. Associated amenity space, landscaping, cycle parking and refuse and service space would be provided, together with accessible parking and public realm improvements.

Accommodation schedule

Unit Count	Level	Unit ID	1B2P flat	1B2P flat WCH	2B4P flat	3B4P house	Tenure		Area NIA (sqm)
							Market sale	Affordable	
1	G/1	Unit 1				x		x	87
2	G/1	Unit 2				x		x	87
3	G	Unit 3		x				x	63
4	G	Unit 4		x				x	63
5	1	Unit 5			x			x	70
6	1	Unit 6			x			x	70
7	1	Unit 7			x			x	70
8	1	Unit 8			x			x	75
9	2	Unit 9			x			x	70
10	2	Unit 10			x			x	70
11	2	Unit 11			x			x	70
12	2	Unit 12			x			x	75
13	3	Unit 13	x					x	55
14	3	Unit 14	x					x	55
15	3	Unit 15	x					x	55
16	3	Unit 16	x					x	55
Total Units			4	2	8	2	0	16	1090
			16						

Figure 9: Accommodation Schedule

- 6.66 The proposed homes would all be dual aspect except the two ground floor wheelchair homes which would have single aspect facing the rear communal areas. This design prevents the two homes from having an aspect facing the busy Archway Road for security and privacy reasons. All homes would benefit from sufficient levels of outlook and daylight. All homes would benefit from amenity space by way of balconies, terraces, courtyard areas and communal amenity areas and would have sufficient storage space, adequate floor to ceiling heights (2.55m) to meet the minimum storage requirements, internal space and floor to ceiling heights (2.5m) standards in London Plan Policy D6. There would be no bedrooms at the ground floor level of the two new houses with all three bedrooms located on the first floor and the ground floor would be living and dining areas.

Noise to future occupants

- 6.67 DPD Policy DM23 requires that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact. A noise assessment will be required to be submitted if the proposed development is a noise sensitive development, or an activity with the potential to generate noise.
- 6.68 Given that this application is for the construction of 16 new homes, and the site is on a traffic island bounded by Archway Road to the northeast, North Hill to the southwest and Bakers Lane to the southeast, the applicant has submitted a Noise Assessment prepared by Anderson Acoustics dated May 2025.
- 6.69 The assessment has concluded that the proposed external building fabric design will be sufficient to control external noise ingress to habitable spaces subject to glazing units achieving the required sound reduction performance, compliant with the criteria in ProPG Professional Practice Guidance on Planning & Noise and Approved Document O. It is also noted that most dwellings will require alternative means of ventilation to the opening of windows to control overheating during the hottest months of the summer. As such, a cooling module attached to each Mechanical Ventilation with Heat Recovery (MVHR) unit providing tempered air will be installed in each home to control overheating.
- 6.70 Good acoustic design principles have been followed by the applicant's design team since the conception of the first design proposals for the scheme. While the predicted noise levels in six private balconies on the upper floors of the main building that overlook the communal amenity space may exceed the adopted 55 dB LAeq,T target for external amenity areas with the highest value being 60 dB, the provision of a quieter, protected, alternative communal space compliant with the 55 dB LAeq guidance level will comply with the ProPG guidelines, making the development suitable for residential use. Furthermore, Highgate Wood, a large green area which is relatively quiet and accessible to the public is located within 5 minutes walking to the east of the site. Therefore, the provision of both shared communal areas and the existence of a quiet, tranquil and accessible public park will partially offset the noise impact on some of the private balconies of the scheme and the noise level to future occupants of the proposed development is considered acceptable.

Housing mix

- 6.71 Policy DM11 of the Development Management DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed homes unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes, which include larger and family sized homes.

- 6.72 The new homes would be a mix of accommodation comprising 8no. 2-bed 4-person flats, 4no. 1-bed 2-person flat, and 2no. 1-bed 2-person wheelchair homes directly accessed at ground floor as well as 2no. standalone 3-bed 4-person houses along Bakers Lane. Given the site's location, fronting a busy road and constrained by its island location, the mix is considered acceptable, with such a site more suitable to non-family accommodation.

Secure by Design

- 6.73 The proposed development has been designed to facilitate the requirements of National Secured by Design (SbD) standards. Security features would include good natural surveillance and suitable specifications for doors, windows and external enclosures. All external access doors are to be single leaf, self-closing and self-locking, visual access control would be required to main doors, and audio access control would be provided between entrances and lift lobbies. Gates off the street would have access control for use by residents only. CCTV would be installed in the flat entrance lobbies facing the mail area and doors as well as access control points, lift lobbies and in stairs at each floor, and also in refuse and cycle stores.
- 6.74 Secured by Design Silver Award accreditation would be achieved as a minimum, but a Gold Award accreditation will be targeted. The applicant has consulted a Designing Out Crime Officer in this aspect, and further consultations will be held with the Officer at the Technical Design Stage to agree final detailed specifications prior to the Construction Phase.

Fire Safety

- 6.75 In terms of fire safety, the applicant has submitted a Fire Safety Report prepared by Marshall Fire Ltd dated March 2025. The report notes how the design of the proposed buildings will comply with the requirements of Part B of the Building Regulations. The guidance contained in BS 9991: 2024 has been used, with the main structure of the report following the main parts of Part B of the Building Regulations.
- 6.76 In the report, the proposed buildings have been split into two blocks. Block A will have an uppermost storey height of 9.45m above ground floor level at third floor level. Block A is further split into two separate buildings with an adjoining party wall (Block A.1 and Block A.2), and each part of the block is considered as a small single stair building. Block B would be formed by two terraced houses of two storeys of accommodation with an uppermost storey height of 3.15m above ground floor level. No part of the development is considered to be a 'relevant building' requiring Gateway One consideration/assessment, including referral to the Health and Safety Executive.

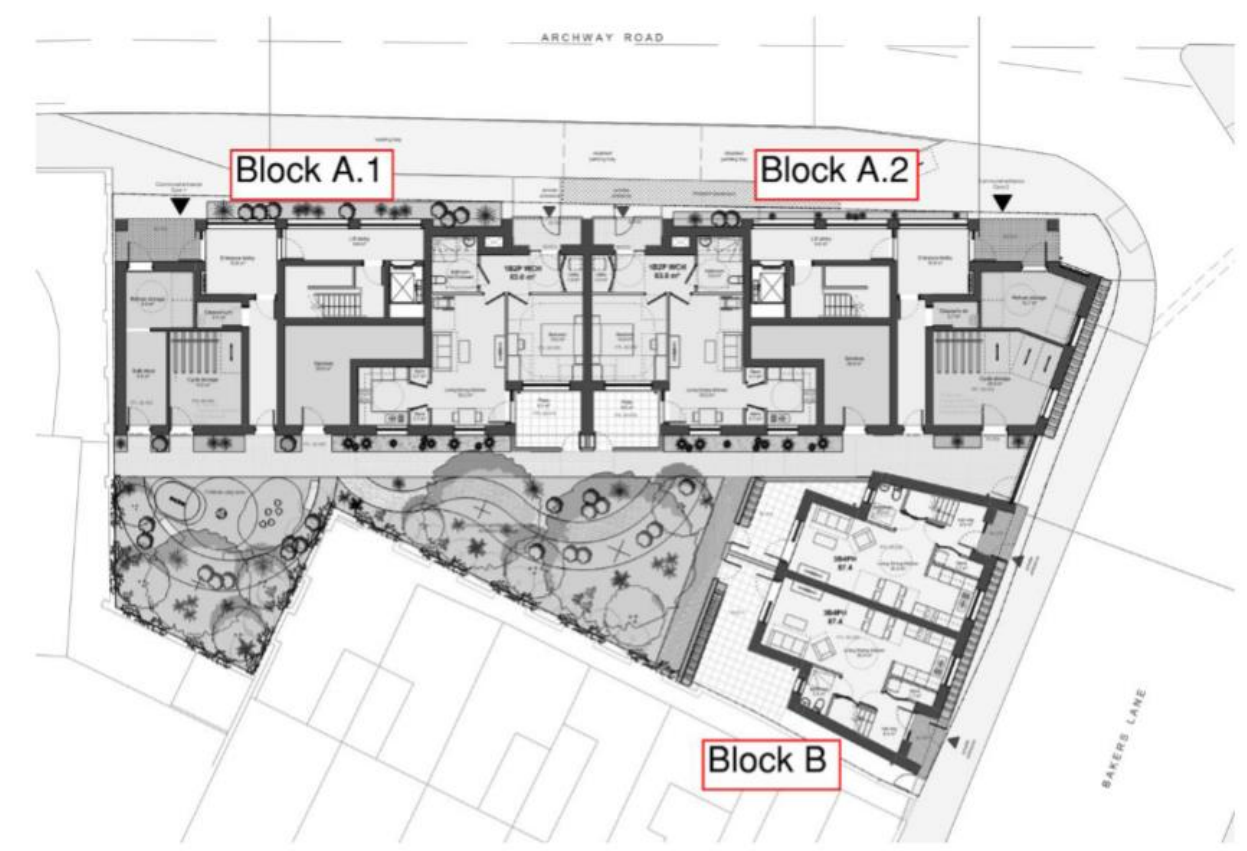


Figure 10: Proposed ground floor plan

6.77 Key fire safety measures include:

- Early fire detection: All homes will have modern fire alarm systems.
- Safe escape routes: Protected staircases and corridors would ensure safe evacuation.
- Sprinkler systems: Would be installed throughout, even though not legally required.
- Structural fire protection: Buildings have been designed to resist fire for up to 60 minutes.
- External fire spread control: Materials and spacing would meet strict safety standards.
- Emergency access: Fire service access and hydrants are already in place.

6.78 The fire strategy ensures that the buildings are designed to protect residents and would meet all regulatory requirements. However, the final approval will be subject to review by the appointed Building Control Body.

Inclusive access and pedestrian movement

- 6.79 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 and Local Plan Policy SP2 require that 90% of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meets Building Regulations requirement M4(3) 'wheelchair user dwelling', ensuring they are designed to be wheelchair accessible or easily adaptable for wheelchair users. All homes would benefit from level means of entrance. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.80 The proposed apartment block includes the provision of a lift, ensuring compliance with Building Regulation Requirement M4(2) for accessible and adaptable dwellings. This will facilitate step-free access and supports inclusive design principles. The family-sized homes fronting onto Bakers Lane will benefit from ground floor WCs, supporting compliance with Building Regulation M4(2) by ensuring the dwellings are visitable by people with limited mobility.
- 6.81 Of the 16 new homes within the scheme, two 1-bedroom, 2-person wheelchair user dwellings are proposed on the ground floor of the flatted building, each with direct street access via private entrances. These homes will comply with the requirements of Building Regulation M4(3); and the scheme would achieve 12% of accommodation being classified as M4(3) homes. A condition is recommended to secure compliance with the above.

Child Play Space

- 6.82 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. The Mayor's SPG indicates at least 10 sqm per child should be provided.
- 6.83 Using the GLA's Population Yield Calculator (October 2019), the estimated child yield from the development would require 126.5 sqm of play space to be provided. The play space would be provided within the landscaped communal garden, with play equipment consisting of 5 no. waterlilies balance posts, double springer and a spinner plate. In addition, a bespoke timber bench would be provided for informal seating and contemplation.
- 6.84 The equipment together with the landscaped communal garden can cater for young children, but also up to pre-teenage years, and would be contained within a 167 sqm space. The amount of play space provision would exceed the 126.5 sqm requirement and would be of a satisfactory standard for a development of this scale. There are large play areas for older children within Highgate Wood Playground (approximately 300 metres from the site). It is also pertinent to add that each home would benefit from

private amenity space in the form of a balcony, or terrace or garden, that would also provide some scope for use for child play space.

Transport, servicing, and waste management

- 6.85 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.86 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.
- 6.87 The Council's Transportation Team has been consulted and advises that the application site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to be a moderate level of public transport coverage, though it is noted that the site is immediately adjacent to the Archway Road corridor for which a PTAL rating of 4 is achieved. The site is in the Highgate Station Outer CPZ, operating Monday - Friday, 10:00 - 12:00.

Vehicular Access and Car Parking

- 6.88 The proposed development will be car-free meaning that no car parking space will be provided on site. However, in order to ensure no impact on through movements on the gyratory as a result of the operation of the proposed development, the proposals include the introduction of a dedicated layby along the Archway frontage, which accommodates both a loading bay, to accommodate deliveries and refuse collection, and two blue badge car parking bays.
- 6.89 The loading bay is 2.7m wide, with the length defined by the swept path requirements of a large refuse vehicle to ensure that vehicles can set down wholly off the Archway Road carriageway with the vehicle body not encroaching onto the adjacent footway. The loading bay would be subject to a traffic order that permits short term loading only. The general arrangement for the loading bay is indicated on the figure below.

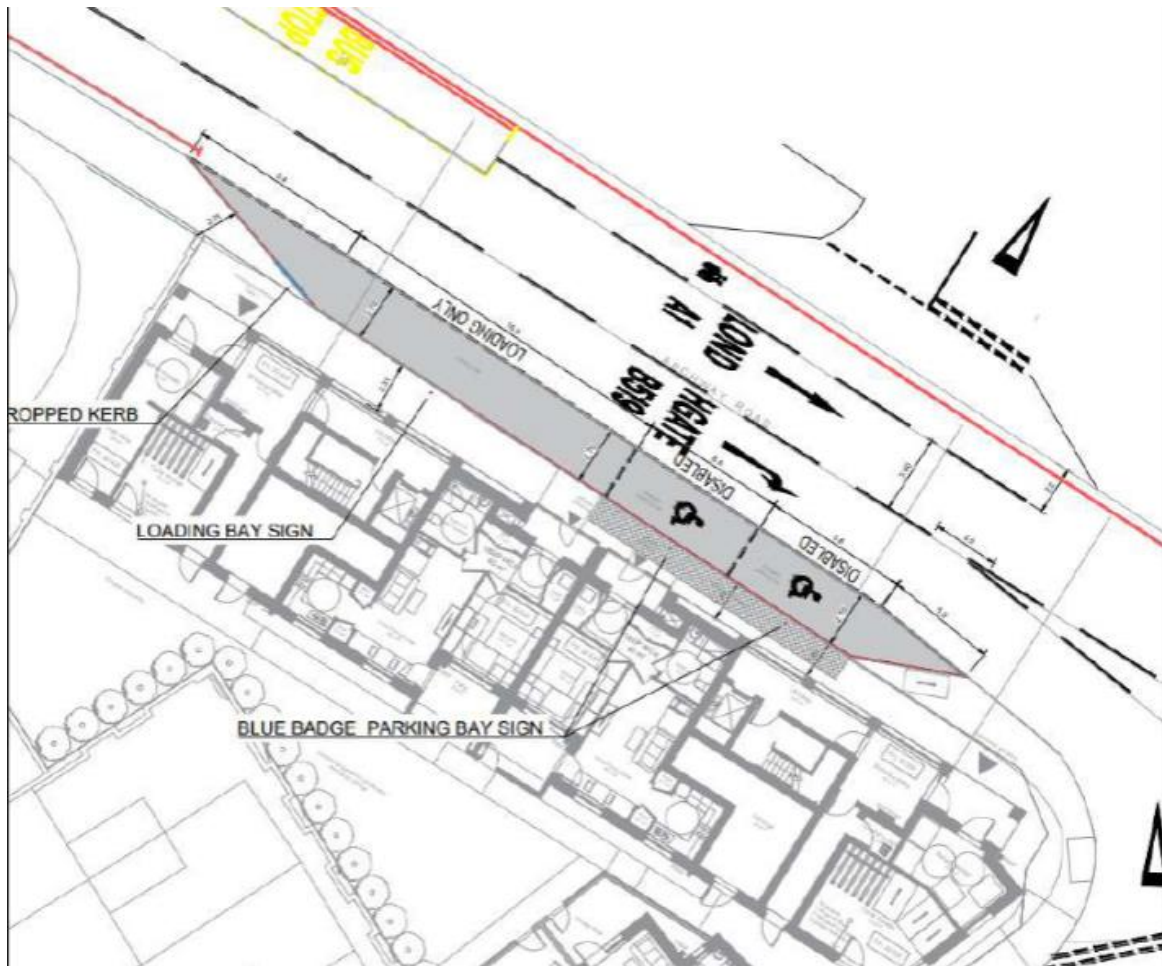


Figure 11: Loading Bay and Blue Badge Parking Bays

- 6.90 The blue badge car parking bays will be 2.7m x 6.6m in size, in accordance with standard. Whilst the blue badge bays will be accommodated within public highway, subject to further discussions with TfL, it is intended for the blue badge bays to be allocated to the development, with a traffic order introduced that requires a specific parking permit to be associated with the bays.

Pedestrian Access

- 6.91 Homes with ground floor accommodation will be accessed via dedicated entrances at the front of each home. Upper floor homes will be accessed via communal cores, from which lifts and staircases can be used to reach the upper floors. The flatted building and houses are to be separated by a secure pedestrian access that leads to a rear communal garden and play area.
- 6.92 The proposed building line is set back from the site boundary along the Archway Road frontage in order to allow for the introduction of a 2m footway between the kerbline and building line, though this reduces in width slightly to approximately 1.8m at the southernmost extent of the bay. Where this new footway extent is not already within

public highway, it will be offered for adoption as public highway via a S38 Agreement and therefore delivered to an adoptable standard. At the corner of the site, the proposals include hardstanding that will be flush with the adjacent footway, therefore providing additional hardstanding that would be publicly accessible to address the narrow footway width in this area.



Figure 12: Pedestrian access arrangements

Cycle Parking

- 6.93 Based on the proposed residential unit mix, a total of 32 cycle parking spaces would be provided for future residents and their visitors—exceeding the 29 spaces required by the London Plan. Of these, 6 spaces are to be provided as Sheffield stands, with a further 2 Sheffield stands installed with wider spacing to accommodate larger cycles. The remaining spaces will be provided as two-tier stands. Conditions are recommended to ensure that the proposed cycle parking complies with the London Cycling Design Standards and secures the adequacy of long-stay cycle parking and access arrangements. This includes the submission of full details showing the parking systems to be used, access routes, layout, and surrounding space, with all dimensions clearly marked on plans.



Figure 13: Location of Cycle Parking

Trip Generation

- 6.94 The Council's Transport Officers have advised that the trip generation methodology and assessment, which are considered to be acceptable.

Refuse and Recycling Storage and Collection Arrangements

- 6.95 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.
- 6.96 The proposal would involve the use of waste bins which will be located in one of two waste stores on the site at ground floor level. The locations and drag -routes are shown in the figure below. These stores are to be shared by both the flatted homes and the two houses. The location of the waste bins would be located no further than 10 metres from the point of collection on the public highway, the nearest point where the vehicle could safely access them. This would be in accordance with the Council's waste management guidance.



Figure 14: Location of waste Store

Demolition and Construction

- 6.97 A Demolition and Construction Management Plan (DCMP) would be required and secured by a planning condition. The DCMP will help minimise the demolition and construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site, whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team to deliver this scheme.

Pedestrian Movement Improvements

- 6.98 As previously noted, pedestrian access to this 'island site' is currently constrained by the surrounding road network, with uncontrolled crossings located at the southern corners of the island site. As already noted, a controlled signalised and staggered crossing is located to the immediate north, at the apex of this island site.
- 6.99 At the same time, while the existing gyratory system contributes to pedestrian severance, some pedestrian infrastructure is in place to support crossing movements. Specifically, a large traffic island exists at the Archway Road / Bakers Lane junction, directly opposite the application site's eastern edge, allowing pedestrians to cross a single traffic stream when accessing or leaving the island. A similar arrangement exists at the junction of Bakers Lane / North Hill. Given, however, the proposed increase in homes on this island site, and in line with planning policy objectives to

improve pedestrian safety and connectivity, it is considered necessary to introduce further measures to enhance access to and from the site.

6.100 As such, a Transport Assessment (TA) has been submitted with the application, which outlines measures to improve access to the site. As shown in Figure 4.8 of the TA, a scheme to introduce zebra crossings at Archway Road / Bakers Lane has been considered. This scheme would involve the introduction of zebra crossing facilities at each crossing point leading to the central island, along with a build-out of the south-east kerb line to address constrained visibility. Preliminary designs for these highway works have undergone an independent Stage 1 Road Safety Audit (RSA1), which is included in the TA. In this case, zebra crossings were selected over signalised crossings on the basis that the scale of pedestrian demand at this location may not justify a signal-controlled intervention.

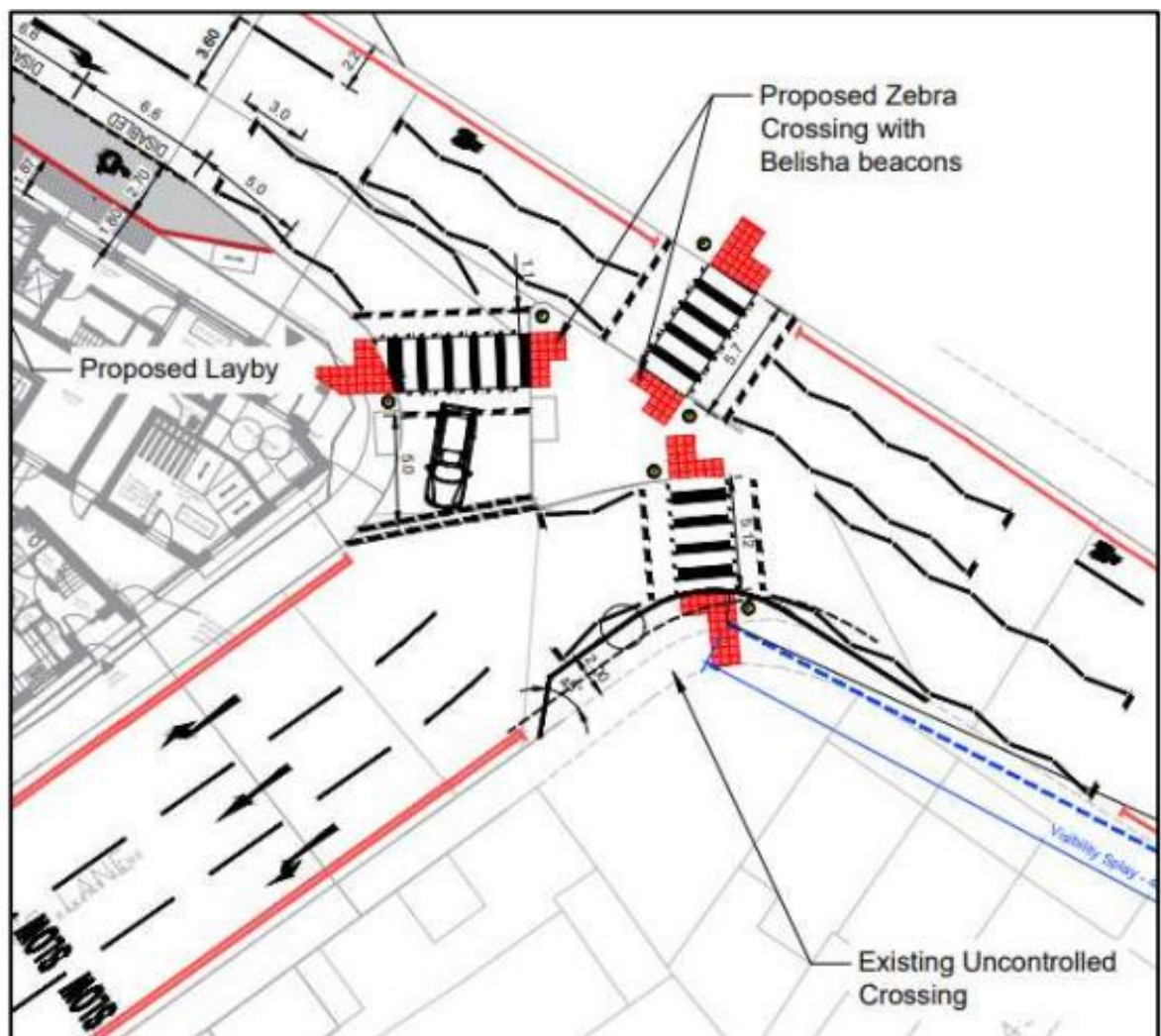


Figure 15: Pedestrian Interventions – 3 Prong Zebra Crossing

6.101 Following further discussions between LBH Transportation Officers and TfL Officers, an alternative option, as shown in Figure 16, has also been considered: namely, a

straight crossing located further north along Archway Road, away from the junction with Bakers Lane. TfL are supportive of this option in principle but require it to also be subject to a Road Safety Audit before it can be agreed. In turn this option, or the alternative 3 prong crossing, would be subject to further detailed design and technical approval by TfL as part of a Section 278 agreement.



Figure 16: Pedestrian Intervention Option – A Straight Zebra Crossing

- 6.102 As such, while the proposed zebra crossing option to be taken forward is not yet finalised and remains subject to further detailed design and technical approval, the applicant has confirmed their willingness to enter into a Section 278 agreement under the Highways Act 1980 to financially contribute to such measures to improve pedestrian access to this island site. A financial contribution from this development would form part of the funding for such pedestrian access improvements with it also anticipated that funding will be drawn from TfL and the Council highway works budget.
- 6.103 In addition to the Section 278 agreement, a shadow Section 106 agreement will be entered into to ensure that occupation of the new homes cannot commence until the necessary pedestrian safety improvements have been delivered.

Impact on neighbouring amenity

- 6.104 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific 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

- 6.105 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident. Policy DH3 of the HNP also states that proposals should not harm the amenity of adjacent properties.
- 6.106 The application site is bounded to the southwest by residential gardens to properties along North Hill. There is also an existing petrol station on the northwest of the site. The northeast and southeast of the site is bounded by Archway Road and Bakers Lane respectively.

Daylight and Sunlight

- 6.107 The application is supported by a Daylight and Sunlight Report analysis prepared by Kench Consultants in accordance with the Building Research Establishment 'Site Layout Planning for Daylight and Sunlight; A Guide to Good Practice' 2022 (BRE). The report assessed the proposed development's effects on daylight and sunlight of surrounding residential properties and their associated amenity spaces. The following twelve nearest surrounding residential properties form the focus of the technical analysis: 489 – 497 Archway Road, 88 – 90 North Hill and 96 – 108 North Hill with Nos. 96 – 108 North Hill nearest to the application site.



Figure 17: Locations of the nearest surrounding residential properties on North Hill and Archway Road.

Impact on Nos. 489 – 497 Archway Road and 88 – 90 North Hill

- 6.108 The submitted report concluded that any changes in the daylight and sunlight amenity within the above properties as a result of the construction of the proposed development would be within the guidelines recommended by BRE guidance. This means that the occupants of the above properties would not notice a change in their levels of daylight and sunlight amenity with the proposed development in place.

Impact on Nos. 96 – 108 North Hill

- 6.109 As already noted, to the rear of the site are Nos. 96–108 North Hill, a terrace of 19th-century cottages with small rear gardens and courtyard spaces. A high brick boundary currently separates these properties from the application site, alongside trees located within the application site adjacent to the boundary with Nos. 96 –100. As reflected in Figure 18 below these houses are characterised by a primary two-storey form with projecting single-storey outriggers, while No. 100 features an additional storey above its original two-storey structure.

- 6.110 In terms of the internal layout and floorplans of these properties, the applicant was able to source the floorplans of Nos. 106 and 108 North Hill from property sales info in the public domain. As all houses in this terrace follow the same footprint, the interior layouts are therefore assumed to be largely consistent.
- 6.111 The separation distances between the proposed block of flats and the closest ground floor windows of neighbouring properties range from approximately 11 metres (Nos. 108 and 106) to 18 metres (No. 96). These distances increase at first-floor level due to the change in building form and relative positioning.
- 6.112 While it is acknowledged that the outlook and daylight conditions for the occupiers of these houses would be affected to some degree by the proposed development, submitted technical evidence demonstrates that the levels of natural light reaching the rear windows and associated amenity spaces would still remain acceptable within the context of an urban setting such as this. The specific impacts on individual windows and amenity spaces are discussed in further detail below.
- 6.113 This analysis relies on the Vertical Sky Component (VSC) and No Sky Line (NSL), which are key metrics used to assess daylight impacts under the BRE Guidelines. VSC measures the amount of direct skylight reaching a window, with a benchmark of 27% considered good. NSL assesses the distribution of daylight within a room, indicating the area that receives direct sky visibility. While these guidelines are useful in low-density environments, in dense urban settings, achieving full accordance is often impractical due to proximity between buildings and constrained plots. In such contexts, VSC values lower than 27% and NSL reductions may still be considered acceptable, particularly where rooms retain multiple light sources or reasonable overall daylight distribution. It is acknowledged that lower VSC levels can be appropriate in urban areas, provided the retained amenity remains functional and the impact is not materially harmful.
- 6.114 In terms of sunlight, the BRE guide outlines that in general a dwelling, or non-domestic building that has a particular requirement for sunlight, will appear reasonably sunlit provided at least one main window wall faces within 90° of due south and a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.

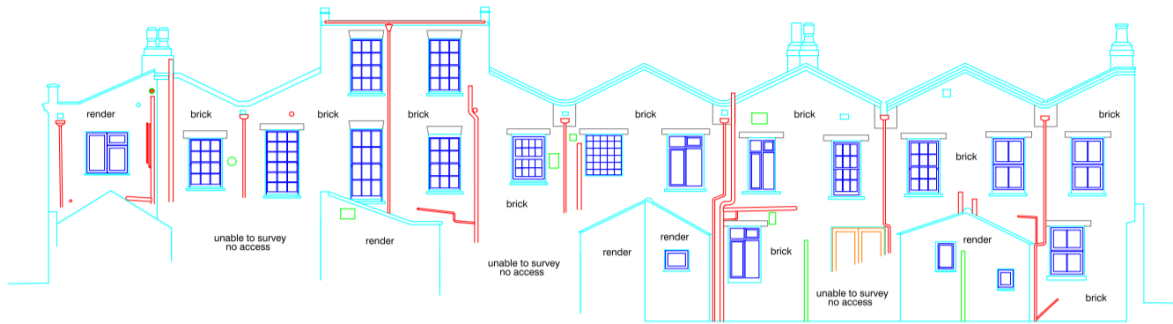


Figure 18: Rear windows of the properties Nos. 96 – 108 North Hill (From left to right)

96 North Hill

6.115 The property contains three windows serving a kitchen. Two windows would remain fully BRE compliant with high VSC levels. One window would breach BRE guidance with a 26.97% loss (20% is the target), retaining a VSC of 18.44%, but NSL levels would remain unaffected. As the kitchen benefits from two other windows, any perceived loss of daylight is mitigated and considered acceptable. Sunlight levels within the kitchen would remain in accordance with BRE targets, and there would be no change to garden sunlight.

98 North Hill

6.116 Three windows serve three assumed habitable rooms. Two rooms would remain fully in accordance with BRE guidelines in terms of VSC and NSL. The third room would retain VSC in accordance with BRE guidelines, but experience a 41.5% reduction in NSL, maintaining daylight distribution to 57% of its area. Whilst the NSL change to the assumed ground floor room would exceed the level recommended by the BRE, the occupants of this property are unlikely to notice a material change in their daylight amenity following the construction of the proposed development. No rooms are relevant for sunlight assessment, and the garden sunlight would remain unchanged.

100 North Hill

6.117 Ten windows serve five residential rooms. Four rooms would remain fully in accordance with BRE guidance. One window serving the ground floor dining room would slightly breach VSC guidance by 1.79%; and retain a VSC of 20.57%. Whilst the general recommended benchmark is 27%, it is accepted that a VSC of 20% is a reasonable target in a dense, urban environment like this site. The room would also experience a 63.8% reduction in NSL but retain daylight distribution to 56% of its area. As such, the daylight levels are considered acceptable. Sunlight levels in the one relevant room would remain in accordance with the BRE guidance and garden sunlight would be unaffected.

102 North Hill

- 6.118 Seven windows serve four assumed habitable rooms. The VSC levels to four windows will remain in accordance with the BRE guidance. Three windows serving a ground floor room will exceed the recommended BRE VSC change limit of 20% (21.28% – 22.78%) but retain reasonably good absolute VSC levels (22.79% – 23.71%). Two rooms will exceed the guided NSL change limits (28.6% and 21.3%) but retain daylight distribution to 56% and 71% of their areas respectively. Sunlight levels in the one relevant room will remain in accordance with the guidance. Garden sunlight will be unaffected.

104 North Hill

- 6.119 Four windows serve four assumed habitable rooms. The VSC levels to two windows would remain in accordance with BRE guidance. The other two windows already fall below the BRE guidance in the existing scenario due to proximity to the application site but retain reasonably good VSC levels (16.78% and 23.41%). One room would meet NSL guidance, and another is marginally above the BRE guided change of 20% (20.06%). Due to proximity to the site, two rooms would fall short of NSL guidance but retain daylight distribution to 17% and 64% of their areas. No rooms are relevant for sunlight assessment, and garden sunlight would remain in accordance with BRE guidance.

106 North Hill

- 6.120 Three windows serve three residential rooms. One window would experience a VSC change of 23.2%, retaining a VSC of 21.88%. The room would exceed BRE the guided change limit and as such the occupants may notice a marginal change in daylight, but good levels of daylight amenity would be retained. No rooms are relevant for sunlight assessment. Garden sunlight would remain in accordance with BRE guidance.

108 North Hill

- 6.121 Three windows serve three residential rooms. One window would experience a VSC loss of 30.58% but would retain a VSC of 25.43% and meet NSL guidance. The other two rooms would meet VSC guidance but slightly exceed the guided NSL change (20.4% and 27%). However, in the case of the latter, a daylight distribution of 83% of the room area would be retained. Whilst modest breaches would occur, the property would retain reasonable daylight levels. No rooms are relevant for sunlight assessment. However, there would be a reduction in sunlight to the garden, making this the only property with a noticeable impact in this regard. However, this is considered to be acceptable on this occasion, noting that the existing rear garden already receives low levels of sunlight.

- 6.122 Officers agree with the applicant's methodology and the results considered against the BRE guidance. Overall, there would be isolated changes in daylight amenity to these seven properties, with some rooms, windows, or garden areas exceeding the changes recommended by the BRE. The occupants of these properties may, therefore, notice a change in their daylight and sunlight amenity following the construction of the proposed development. However, reasonable levels of daylight amenity would be retained by the majority of the rooms and spaces within those properties. Therefore, the overall impact on daylight and sunlight is considered acceptable on balance on this occasion.

Outlook

- 6.123 The proposed development would no doubt alter the existing spatial relationship and conditions of outlook experienced by occupiers of Nos. 96–108 North Hill, from their properties and their rear amenity spaces, as a result of the redevelopment of the existing car wash site. However, a change in spatial arrangement does not inherently result in harm; rather, it requires an assessment of outlook, light, and aspect, taking into account the surrounding urban context.
- 6.124 As discussed above, the height and scale of the main building facing the rear of these properties has been broken down and is primarily represented in a three-storey elevation, with the top floor well recessed to reduce its visual presence. The houses fronting onto Bakers Lane would be modest in height and scale being restricted to two storeys.
- 6.125 As such, whilst the proposed development would represent a change to the current conditions of outlook and aspect experienced by neighbouring properties, the overall height and massing is considered appropriate within an urban setting where higher density housing is needed to be achieved. Equally it is pointed out that the separation distance, along with the introduction of planting on the shared boundary, would help to soften and mitigate the visual impact of this new development.
- 6.126 In considering impact here, it is important to recognise that enclosing the current island site on which these houses sit with a taller building fronting Archway Road and a smaller building fronting Bakers Lane would offer benefits by potentially screening these properties from the busy traffic associated with Archway Road and the gyratory.

Loss of Privacy

- 6.127 Given the orientation of the windows in the proposed development and the separation of the sites, it is not considered to have an impact on privacy or result in overlooking to properties on Bakers Lane.
- 6.128 Concerns have been raised regarding potential overlooking and loss of privacy to the terrace properties along North Hill, particularly Nos. 96 – 108. It is acknowledged that the separation distance between the nearest ground floor window (at No. 106 North

Hill) and the proposed main building is approximately 11 metres. However, the ability to overlook into these ground floor windows would be significantly interrupted by the presence of a tall existing boundary wall, which limits downward lines of sight from the proposed development. The introduction of new boundary planting would also further soften views and aid privacy.

- 6.129 The applicant has submitted floorplans for Nos. 106, 108, and 96 North Hill, sourced from publicly available property sales information. These indicate that the internal layouts of the terrace houses are broadly consistent, with similar footprints and room arrangements. Specifically, based on the available floorplans, the nearest ground floor windows in the terrace are within their existing rear extension/outriggers and these windows serve bathroom or kitchen only with most of the bedrooms located on the first floor of the main two-storey form.
- 6.130 The nearest first-floor window within the terrace is located at No. 108 North Hill, with a separation distance of over 15 metres from the proposed main building. Such distances are typical and generally acceptable within a dense urban context, particularly where no rigid separation standards are prescribed in either the Local Plan or the London Plan. The proposed planting of new trees within the communal amenity space would further assist in screening views and protecting privacy. On balance, the impact on residential amenity in terms of overlooking and loss of privacy is considered acceptable in this instance.

Noise and Disturbance

- 6.131 In terms of noise and disturbance, any impact arising from the proposed development would primarily relate to the use of balconies, patios, and the communal amenity space by future residents. As discussed above, the balconies are carefully integrated into the fabric of the building and are adequately separated from the properties on North Hill. Noise levels associated with the use of these spaces are not expected to be significantly higher than typical background levels in an urban setting.
- 6.132 In considering the impact, it should be noted that the existing use of the site as a car wash would have generated frequent vehicle movements and operational noise from machinery. Replacing this commercial use with residential development is therefore likely to result in a net reduction in noise and disturbance for neighbouring occupiers. As such, the scheme is not considered to result in harm to neighbouring amenity in terms of noise generation.
- 6.133 Notwithstanding that noise from demolition and construction are temporary, a condition securing the submission of a Demolition and Construction Logistics Management Plan for the LPA's approval has been included to mitigate such impact.

Conclusion

- 6.134 In summary, while it is accepted that there will be some impact on lighting conditions to neighbouring properties, the level of change and resulting conditions are considered acceptable within the context of an urban environment, where tighter separation distances are common. The proposed building has been carefully designed to reduce its perceived bulk, with the elevation facing the North Hill properties articulated as a three-storey form with a recessed top floor. On balance, the scheme establishes an acceptable relationship with surrounding homes while improving conditions for neighbouring occupiers through the removal of a commercial use previously associated with noise and disturbance.

Trees, landscaping, EIA requirement and biodiversity net gain

- 6.135 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

Impact on trees

- 6.136 A small cluster of hedge trees (Lawson's Cypress – G1) is located along the rear boundary of the site, with two self-set trees (Cherry – T2 and Ash – T4) positioned at the front boundary. In response, the applicant has submitted an Arboricultural Report prepared by Anna French Associates Ltd. The report concludes that the existing trees are of low quality and unsuitable for retention. These trees will be removed to facilitate the development and replaced with three new small to medium-sized trees, along with additional planting, resulting in an overall increase in tree numbers and biodiversity on the site.
- 6.137 Full details of the proposed landscaping will be secured through a soft landscaping scheme, to be submitted and approved pursuant to a planning condition.

EIA requirement

- 6.138 Under Article 5(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is accepted a development may require an Environmental Impact Assessment (EIA) to be undertaken not based simply on its scale or type, but on locational considerations. Specifically, even if a proposal falls below the thresholds set out in Schedule 2 (e.g. less than 0.5 hectares or 500 sq.m), an EIA may still be necessary if the site lies within or near a 'sensitive area', such as a nature conservation designation. In such cases, the LPA must consider whether the development is likely to have significant environmental effects by virtue of its location, including cumulative impacts, ecological sensitivity, or proximity to designated assets. The legislation in question does not apply a fixed location-based trigger, such as a set

distance from a designated sensitive area, rather requiring such matters to be considered on a case-by-case basis.

- 6.139 In this instance, whilst it is accepted Highgate Wood is a designated sensitive site, the application site, a previously developed site, lies approximately 110 metres from its boundary and is physically separated by a series of substantial urban infrastructure elements. These include large London Underground sidings, active rail lines, a large hard-surfaced commercial site with associated buildings, and a three-lane road network. Given this degree of separation and the intervening-built form and transport corridors the introduction of a four-storey block on the application site is considered to be too remote to give rise to any significant environmental effects on Highgate Wood. As such, the proposal does not meet the location-based criteria under the EIA Regulations that would warrant an Environmental Impact Assessment.

Biodiversity Net Gain

- 6.140 Biodiversity Net Gain (BNG) is now a legal requirement as well as policy requirement since April 2024, and a Preliminary Ecological Appraisal prepared by Indigo Surveys has been submitted by the applicant. The appraisal has included a habitat map where each habitat on site was assessed for the presence of, or potential for protected species, and given a suitability score where appropriate. BNG in effect requires development to be planned and designed in ways that minimise loss or damage to existing habitats, to compensate for any damage caused by the development and to deliver a net positive gain in biodiversity through enhancements. While the biodiversity on the site is relatively low, it is still necessary in this instance to meet the BNG requirement.
- 6.141 A Biodiversity Net Gain (BNG) metric has been submitted by the applicant. The site contains very little in the form of vegetation, being largely hard surfaced with only limited scattered trees and planting. In terms of baseline, the site includes no hedgerows and does not lie within the riparian zone for any watercourses, therefore the baseline hedgerow and watercourse units are zero and the total baseline figures equate to 0.42hu. After development, the site would have total habitat units of 1.43hu (Other green roof 0.02, Vegetated garden 0.04 and Urban trees 1.37) and 0.03 hedgerow units, which equates to a gain of 1.02hu, a 245.21% gain. There will be an increase of 0.03hu although a percentage gain can't be calculated for the site based on the zero baseline. There will be no change in watercourse units.
- 6.142 The scheme also meets the GLA Urban Greening Factor (UGF) target of 0.4, with extensive new planting proposed to the shared rear garden, including tree planting with biodiversity roofs incorporated on the flat roofs of the houses, and street-edge planting contribute to the front of the main block.
- 6.143 To ensure compliance with Biodiversity Net Gain requirements, a condition has been included requiring the submission of a completed BNG metric and biodiversity gain plan to the Local Planning Authority for review and approval. The development must

demonstrate at least a 10% net gain in biodiversity value compared to the pre-development baseline.

Designated sites and Protected habitats

- 6.144 Site of Special Scientific Interest (SSSI) impact risk zones facilitate the assessment of planning applications for likely impacts on nearby SSSIs/ SACs/ SPAs and Ramsar sites. The site is within an impact risk zone but does not trigger the criteria where further assessment is required.
- 6.145 There are no priority habitats on site. There is priority habitat deciduous woodland 0.1km east (Highgate Woodland SINC). There are no statutory designated sites within 0.5km of the site. A Demolition and Construction Environmental Management Plan (DCEMP) has been conditioned and would be adhered to throughout site works.

On-site habitats and protected species

- 6.146 Due to the site's continued use as a car wash, access for ecological surveys has been restricted. As a result, only external observations from the adjacent road have been possible, and the habitat survey. These matters will be addressed through a Demolition and Construction Environmental Management Plan (DCEMP), which is required to be submitted and approved prior to the commencement of development.
- 6.147 The site is predominantly hard surfaced, with minimal vegetation and three trees (T2, T4 and G1). The proposed development will result in the loss of this urban land, including ephemeral vegetation, existing buildings, and limited tree cover—resulting in a reduction in biodiversity. To help mitigate this, landscaping works including the planting of new trees are proposed within the site as part of the development.
- 6.148 The partial Preliminary Roost Assessment indicates low suitability for foraging bats and confirms that all birds' nests are protected while in use. To safeguard nesting birds, the removal of trees and buildings should avoid the nesting season (March to September inclusive), unless preceded by a nesting bird check by a suitably qualified ecologist. These measures are to be addressed through the Demolition and Construction Environmental Management Plan (DCEMP) condition.
- 6.149 As part of ecological enhancement, two bird boxes and two bat boxes are proposed and will be secured by condition within the communal amenity space.

Energy, sustainability, and urban greening

- 6.150 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources, including Policy 5.2 'Minimising Carbon Dioxide Emissions'. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low and zero-carbon energy generation are

required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.

- 6.151 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 6.152 The information submitted as part of an Energy and Sustainability Statement indicates that the resulting development would achieve a 77% reduction in CO2 emissions on site. This would be achieved by incorporating renewable technologies such as the use of exhaust air heat pumps (EAHP) and the installation of PV panels to roof areas. An EAHP is similar to a conventional mechanical ventilation heat recovery unit (MVHR) with integral air source heat pump (ASHP). This all-in-one system will provide balanced ventilation, heating and hot water.

Be Lean

- 6.153 In order to reduce energy demand, passive and active design measures have been adopted. The buildings have been designed to reduce energy demand through improved U-values and air permeability, in line with the Passivhaus standard guidance. The specification includes a super-insulated and airtight building envelope, and triple-glazed windows. Adequate levels of ventilation have been provided through Mechanical Ventilation that will include Heat Recovery (MVHR) for improved energy efficiency.

Be Clean

- 6.154 The use of energy efficient equipment, heat networks and community heating have been considered but, in this case the application site is located within an area where a district heat network (DHN) is not available.

Be Green

- 6.155 The energy strategy of the proposed development relies on substantial amounts of renewable energy through Exhaust Air Heat Pumps and Photovoltaic Panels which would be maximised on site.
- 6.156 A condition is recommended requiring the energy efficiency measures/features and renewable energy technology as outlined in the energy report to be installed and operational prior to the first occupation of the development, so as to ensure it meets the identified 77% CO2 reduction.
- 6.157 A carbon offset contribution of £10,830 is also being secured to ensure the development is 'zero carbon'. This contribution is being secured by way of a legal agreement, which will be agreed and signed on the grant of planning permission.

6.158 Overall, the proposed development would exceed the London Plan Policy SI2 requirements of a 35% reduction, with the requirements of relevant planning policies met here.

Sustainability

6.159 The sustainability section of the Energy and Sustainability Statement outlines a number of measures to improve the environmental performance of the scheme, including water efficiency, materials, waste, biodiversity, and climate resilience.

Measures include:

- The development targets 105L/person/day through low-flow fittings. Water meters will be installed to encourage conservation.
- All timber will be FSC-certified or equivalent. Other materials will be sourced from suppliers with ISO 14001 or BES 6001 certification. Low-VOC materials will be used where possible.
- The strategy commits to managing construction waste in line with the waste hierarchy and aims to recycle at least 95% of construction waste. The Civil Engineer's Demolition Protocol will be followed to encourage reuse of materials on- or off-site.
- The development includes triple glazing with low-e coatings to reduce solar gain. The site is in Flood Zone 1, indicating low flood risk.

6.160 The measures are considered acceptable subject to a condition securing the details and specifications of the sustainability measures to be submitted and approved by the local planning authority at the appropriate time.

Urban Greening

6.161 All major development proposals must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

6.162 A Landscape proposal with planting plans have been submitted and proposes the inclusion of:

- 3 trees (2 are replacement trees)
- 74 m² of woodland planting
- 138 m² of ground level trees

- 124 m² of climbers (green walls)
- 87 m² of extensive biodiverse green roof
- 69 m² of flower-rich perennial planting
- 25 m² of hedgerows

6.163 These contribute to a calculated Urban Greening Factor of 0.40, which meets the minimum target for residential developments in London.

Air quality

6.164 London Plan Policy SI1 'Improving air quality' states that development proposals must be at least Air Quality Neutral, development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures; major development proposals must be submitted with an Air Quality Assessment. Air quality assessments should show how the development will meet the requirements of Part B1 of Policy SI1 of the London Plan and development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

6.165 DPD Policy DM23 also requires all development proposal to consider air quality and be designed to improve or mitigate the impact on air quality in the borough and improve or mitigate the impact on air quality for the occupiers of the building or users of the development. It also requires air quality assessments for all major development and other development proposals where appropriate and where necessary, adequate mitigation must be provided.

6.166 This application is for demolition of existing buildings, and the construction of 16 new Council homes, and the site is on a traffic island bounded by Archway Road to the northeast, North Hill to the southwest and Bakers Lane to the southeast. As such, the applicant has submitted a report prepared by Anderson Acoustics date May 2025 which has included an air quality assessment, a dust risk assessment and an air quality neutral assessment.

6.167 The site is approximately 1,016 sqm and is currently used as a car wash. It is situated within the whole-borough Air Quality Management Area (AQMA) declared by the LBH in 2001 for annual mean NO₂ and 24-hour mean PM₁₀. However, the proposed development is not located within a Greater London Authority (GLA) designated Air Quality Focus Area (AQFA). The nearest AQFA is located approximately 1.2 km to the northeast of the site, at Muswell Hill.

6.168 For acoustic reasons, the proposed ventilation at the new homes would be through MVHR, along the north and east façades of the flatted block and along the eastern façade of the houses.

- 6.169 The air quality assessment has concluded the predicted annual mean concentration for NO₂ at the site range between 20-30 µg/m³ and is well within the Air Quality Objectives (AQO) limit of 40 µg/m³ set out by DEFRA. The predicted annual mean concentrations for PM₁₀ at the site range between 15-25 µg/m³ which is below the AQO limit of 40 µg/m³ and similarly the predicted annual mean concentrations for PM_{2.5} at the site range between 7.5-12.5 µg/m³ which is below the AQO limit of 20 µg/m³. The baseline concentrations of monitored air pollutants – NO₂, PM₁₀ and PM_{2.5} are below the annual and short term AQOs based on a review of published data sources. No specific mitigation measures are therefore considered necessary to reduce future occupants' exposure to air pollution, and the site is considered to be suitable for residential use without the need for NO₂ or PM filtration. The effect of introducing residential human-health receptors is considered Not Significant as they are well within AQO limits. As good air quality practice it is proposed to include F7 grade particulate filters to the MVHR system.
- 6.170 There is a 'medium risk' of dust soiling during demolition and a 'low risk' of dust soiling during all other phases. There is a 'negligible risk' during all phases in respect to human health impacts, prior to the consideration of mitigation. Mitigation measures have been outlined in the dust management plan within the dust risk assessment. Provided mitigation is employed for the duration of the construction works, the overall effect on local air quality is judged to be 'not significant'. To address such matter, a Demolition and Construction Environmental Management Plan (DCEMP) is required to be submitted to and approved by the Local Planning Authority prior to the commencement of development, to ensure that the proposed mitigation measures are properly implemented and monitored throughout the construction phase.
- 6.171 As the proposed development is designed to be 'car-free' and space and water heating will be through ASHPs and PV panels (which will not result in emissions of NO_x or PM on site), the overall effect of the operational scheme on local air quality is judged to be not significant, as it will be within AQO limits.
- 6.172 The proposed scheme has been assessed as 'Air Quality Neutral' and no further on-site mitigation is required, or offsetting.
- 6.173 Overall, the proposed development is considered a suitable use of the site, compliant with relevant air quality policy and the effect of the proposed development is considered as not significant.

Flooding and drainage

- 6.174 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed. London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).

6.175 DPD Policy DM24 states that the Council will ensure that all proposals for new development avoid and reduce the risk of flooding to future occupants and do not increase the risk of flooding. All proposals for new development will be required to manage and reduce surface water run-off and manage water and waste water discharges.

6.176 DPD Policy DM25 requires all proposals for new development must seek to manage surface water as close to its source as possible in line with the London Plan drainage hierarchy. The Council will require Sustainable Drainage Systems (SuDS) to be sensitively incorporated into new development by way of site layout and design, having regard to the following requirements:

- a. All major development proposals will be required to reduce surface water flows to a greenfield run-off rate for a 1 in 100 year critical storm event;

For all development where a greenfield runoff rate cannot be achieved justification must be provided to demonstrate that the run-off rate has been reduced as much as possible.

6.177 The application site is located entirely within Flood Zone 1, which has the lowest probability of flooding from tidal and fluvial sources. There is therefore no restriction on the types of development which can be on the site. The Environmental Agency's also website indicates that the site is at low risk from surface water flooding during extreme storm events so no special flood protection measures will be required, other than implementation of a new sustainable drainage system which will mitigate any potential risk from surface water flooding. Nonetheless, the applicant has submitted a Flood Risk Assessment & Drainage Strategy Report prepared by CRE8 Structures LLP date April 2025.

6.178 The report concluded that the risk of flooding from groundwater, sewers and artificial sources is low. Greenfield runoff rates from the site have been calculated for a series of return period storms. These rates are lower than what is considered practical to discharge and therefore discharge from the site has been restricted to 2.0l/s which is equivalent to approximately a 1 in 200 year return period storm. This rate is significantly lower than current unrestricted run off from the site. Thames Water was consulted and confirmed that this discharge rate is acceptable.

6.179 In order to restrict the surface water run-off from the development to this reduced rate, a total attenuation volume of approximately 50 m³ is required. This will be provided in the form of underground geocellular storage tanks located underneath landscaping areas. Surface water flows to the restricted discharge rates will connect to offsite public sewer network.

6.180 The on-site drainage network and sustainable drainage systems would be managed and maintained for the lifetime of the development, ensuring that they remain fit for purpose and function appropriately. The management company/operator would be

appointed post-planning. A Drainage Management Strategy along with a Sustainable Drainage Maintenance Regime has been included in the report and will be secured by conditioned.

- 6.181 Foul drainage will be collected on site via a new piped sewerage system and discharged to the adjacent public foul sewer network. Thames Water has confirmed that there is sufficient capacity within adjacent public foul sewer networks to accept flows from the development.
- 6.182 Overall, the applicant has demonstrated that the proposed development has a low probability of flooding from fluvial, tidal, groundwater and artificial sources and confirmed that the pluvial flood risk can be managed appropriately in line with local and national policy. Surface water runoff from the site would be managed sustainably to ensure that flood risk is not increased elsewhere. It is therefore considered the flood risk and sustainable drainage provided are acceptable and in accordance with the requirements of the National Planning Policy Framework, London Plan and local policies.
- 6.183 The Council's Flood & Water Management Officer has reviewed the report and is satisfied that sufficient information has been prepared and submitted in terms of assessing the flood risk and sustainable drainage of the proposed development and that the impact of surface water drainage have been adequately addressed.

Land contamination

- 6.184 DPD Policy DM23 states that proposals for new development will only be permitted where it is demonstrated that any risks associated with land contamination, including to human health and the environment, can be adequately addressed in order to make the development safe. It also requires all proposals for new development on land which is known to be contaminated, or potentially contaminated, w to be accompanied by a preliminary assessment to identify the level and risk of contamination and, where appropriate, a risk management and remediation strategy.
- 6.185 It is noted that the application site is currently used as a car wash and is located next to a petrol station. As such, the Council's Pollution Officer has been consulted. Having considered relevant information submitted by the applicant, the Officer has raised no objection to the proposed development in respect to land contamination subject to conditions. These conditions have been included.

Equality Act 2010

- 6.186 In determining this application, the Council is required to have regard to its obligations under Section 149 of the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.187 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Members must have regard to these duties in taking a decision on this application. In addition, the Council treats socioeconomic status as a local protected characteristic, although this is not enforced in legislation. Due regard must be had to these duties in the taking of a decision on this application.

6.188 The scheme would provide 16 new affordable council homes that would significantly advance equality under the UK Equality Act 2010 by addressing the needs of individuals across all protected characteristics. By providing affordable, accessible housing, the scheme promotes age inclusivity, supporting both younger and older residents, and ensures reasonable adjustments for people with disabilities, fostering independence and dignity. It can create safe, secure environments for those undergoing gender reassignment and offer stability for individuals during pregnancy or maternity, reducing housing-related stress. The allocation process can be designed to eliminate discrimination and encourage participation from diverse racial, religious, and cultural backgrounds, thereby fostering good community relations. Furthermore, by applying fair tenancy policies and inclusive design, the scheme supports equality for all sexes and sexual orientations, ensuring that no group is disadvantaged. Overall, such a development contributes to eliminating discrimination, advancing opportunity, and promoting understanding among different groups, in line with the Public Sector Equality Duty.

6.189 The overall equalities impact of the proposal would be positive as any limited potential negative impact on people with protected characteristics would be both adequately mitigated by conditions and would be significantly offset by the wider benefits of the development proposal overall. It is therefore considered that the development can be supported from an equality's standpoint.

Conclusion

6.190 The scheme is considered to be sustainable development which will deliver 16 much-needed affordable homes on previously developed land, in a part of the borough where development opportunities in the form of larger site are limited. Specifically, the mix will comprise 8 two-bed, four-person flats, 4 one-bed, two-person flats, 2 one-bed, two-person wheelchair-accessible homes directly accessed at ground floor, and 2 semi-detached, standalone three-bed, four-person houses along Bakers Lane, with the homes delivering a high-quality residential environment for future occupiers.

- 6.191 The scheme features a sensitively scaled four-storey block along Archway Road, stepping down to three storeys with a recessed top floor, and two semi-detached houses along Bakers Lane. This arrangement responds well to the surrounding urban grain and heritage context, with the proposal not deemed to harm the character or appearance of the Highgate Conservation Area or nearby heritage assets. Rather the scheme will deliver modest public benefits, notably through the provision of 16 affordable homes and improvements to townscape quality of the immediate area. Specifically, the proposed scheme has been tested in terms of scale, materiality, and architectural detailing, and is considered to improve the townscape quality of this location, over and above the current conditions of the site, which is identified as a detractor.
- 6.192 The siting, massing, and separation distances of the buildings are considered satisfactory in terms of protecting the amenities of neighbouring occupiers. While properties on Archway Road and 88–90 North Hill are expected to remain unaffected, there will be some impact on the daylight and sunlight conditions of Nos. 96–108 North Hill, which lie closest to the site. Several windows and rooms within these properties would experience changes that exceed BRE guidance, particularly in terms of daylight distribution (NSL) and vertical sky component (VSC). However, the majority of spaces would retain reasonable levels of daylight and sunlight, and the overall impact is considered acceptable within the context of a dense urban environment.
- 6.193 The development is designed to be car-free, with one accessible car parking space provided. Measures to secure pedestrian improvements, including the installation of a new zebra crossing on this section of Archway Road, will be secured. The scheme also incorporates renewable technologies such as exhaust air heat pumps (EAHP) and photovoltaic panels, achieving a 77% reduction in CO₂ emissions, exceeding London Plan targets, with a carbon offset contribution secured.
- 6.194 In addition, the development meets Biodiversity Net Gain requirements and the GLA Urban Greening Factor target of 0.4, through extensive planting in the shared rear garden and use of green roofs and street-edge landscaping. The scheme would be Air Quality Neutral, with no significant impact expected, and construction-phase mitigation will be managed through a Demolition and Construction Environmental Management Plan.
- 6.195 All other relevant planning policies and considerations, including equalities, have been appropriately addressed.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 Based on the information given on the plans, the Mayoral CIL charge would be £77,488.10 (1090 sqm x £71.09) and the Haringey CIL charge will be £401,250.80 (1090 sqm x £368.12 (index rated)). This would 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 and Haringey's Annual CIL Rate Summary. However, as this scheme is social housing (a Council-led scheme), it would qualify for 100% CIL relief, provided the correct process is followed.

8. RECOMMENDATION

GRANT PERMISSION for the reasons set out above, subject to conditions, and subject to a Legal Agreement to secure obligations on the applicant to mitigate harm.

Appendix 1: Planning Conditions and Informatives

PLANNING CONDITIONS

Development begun no later than three years from date of decision

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

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

Approved plans

2. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

ARC-MEPK-ZZ-00-D-A-101_P3_S1-Planning-GA Floor Plan - Level 0.pdf
ARC-MEPK-ZZ-04-D-A-107_P2_S1-Planning-Proposed Site Plan.pdf
ARC-MEPK-ZZ-XX-D-A-201_P3_S1-Planning-GA Elevations sheet 2.pdf
5558_001R_3-0_PS_Noise Assessment.pdf
AFA-336-UGF-001-PL3 Urban Greening Factor.pdf
ARC-MEPK-ZZ-XX-D-A-SLP 001_P2_S1-Planning-Site Location Plan.pdf
ARC-MEPK-ZZ-XX-D-A-200_P3_S1-Planning-GA Elevations sheet 1.pdf
Preliminary Ecological Appraisal with Habitat Map appended - Archway Road (ref 251087).pdf
AFA-336-P-002-PL3 Landscape Proposals Roof.pdf
ARC-MEPK-ZZ-03-D-A-104_P3_S1-Planning-GA Floor Plan - Level 3.pdf
ARC-MEPK-ZZ-04-D-A-106_P2_S1-Planning-Existing Site Plan.pdf
Archway Road Fire Strategy Report Marshall Fire 24th Mar 2025.pdf
21299-MA-RP-D-TS01 - Transport Assessment_final.pdf
AFA-336-DOC-001-PL1-Maintenance Plan.pdf
AFA-336-DOC-002-PL3 Landscape Report.pdf
ARC-MEPK-ZZ-01-D-A-102_P3_S1-Planning-GA Floor Plan - Level 1.pdf
A416-KCL-XX-XX-RP-M-0001 - Daylight and Sunlight Report.pdf
AFA-336-DOC-003-PL2 Arboricultural Report.pdf
ARC-MEPK-ZZ-04-D-A-105_P3_S1-Planning-GA Floor Plan - Roof Level.pdf
5564_002R_4-0_HF_Air Quality Assessment.pdf

Archway Road Passivhaus Energy Assessment and Strategy.pdf
2025-04-30 Archway_Flood Risk Assessment and Drainage Strategy Report_CRE8 Rev A PLANNING.pdf
AFA-336-PP-002-PL3 Planting Plan 2 Roof.pdf
250124 Archway Road - Overheating Assessment Report.pdf
505-511 Archway Road HTVIA KMHeritage 010525.pdf
24024 Archway Road N6 DAS_final.pdf
250124 Archway Road Life Cycle Carbon Assessment V2.pdf
AFA-336-PP-001-PL3 Planting Plan Ground Floor.pdf
250318 Archway Road Energy and Sustainability Strategy v.3.pdf
ARC-MEPK-ZZ-02-D-A-103_P3_S1-Planning-GA Floor Plan - Level 2.pdf
AFA-336-P-001-PL3 Landscape Proposals Ground Floor.pdf
Revised Daylight & Sunlight Report - Neighbouring Buildings Elevation
BNG Summary - Archway Road (ref 251087)
Note on BNG Summary and Archway Statutory Metric
Archway Road Statutory Metric
Revised Daylight & Sunlight Assessment 17.10.25
Part L 2021 GLA carbon emission reporting spreadsheet.pdf

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

Materials submitted for approval

3. No above ground works shall commence until detailed design drawings and physical material samples relating to the building elements listed below have been submitted to and approved in writing by the Local Planning Authority. These details shall include scaled drawings (minimum 1:10), clearly illustrating dimensions, materiality, and construction detailing, prepared by the project architect and addressing the following elements. The development shall thereafter be carried out in accordance with the approved details.

A. Facing Brickwork:

A minimum 1m x 1m sample panel to be constructed on site, showing the proposed brick type, colour, texture, bond, mortar mix, and pointing style.

Details of any brickwork articulation, including decorative features, copings, or special brickwork elements.

B. Roofing Materials and Junctions:

Physical samples of all roofing materials proposed, including metal finishes.

Detailed drawings showing ridge, verge, gutter profiles, and all junctions between roofing materials and brickwork, including transitions between pitched and vertical surfaces.

C. Metalwork and Architectural Features:

Samples and detailed drawings of any fretwork or decorative metal elements, including those proposed for the top floor front elevation.
Details of copings, parapets, and other roofline features.

D. Windows and Doors:

Detailed drawings at a scale of 1:10, including plan, elevation, and section views, clearly illustrating head, jamb, cill, reveal, and surround construction.
All external openings shall be recessed by a minimum of 115mm.
Physical samples of window frames and door finishes.

E. Entrance and External Fixtures:

Detailed drawings of the front entrance overhang.
Locations and specifications of all external rainwater goods, including downpipes, foul pipes, and meter boxes.
Samples of metal finishes for rainwater goods and external fixtures.

D. Balcony Enclosures and Screening:

Detailed drawings and material samples of balcony balustrades, privacy screens, and associated fixings.

Reason: To ensure a high-quality and contextually appropriate design, and to preserve the character and appearance of the Highgate Conservation Area, in accordance with Policies SP11 and SP12 of the Local Plan (2017), and Policies DM1, DM9 and DM12 of the Development Management DPD (2017).

Hard and soft landscaping

4. Notwithstanding 'Drawing No. AFA-336-P-001 - Landscape Proposals Ground Floor' and 'Drawing No. AFA-336-P-002 - Landscape Proposals Roof', and prior to first occupation of the development, detailed specifications of hard surfacing, planting, boundary treatments, and any external lighting (if used) which would need to be low-level and carefully sited to avoid light spill, shall be submitted to and approved in writing by the Local Planning Authority.

These details shall cover the forecourt area to the front, the courtyard garden to the rear of the flatted block, and the gardens to the new houses. The approved works shall be fully implemented prior to first occupation or completion of the development (whichever is sooner) and shall thereafter be maintained to the satisfaction of the Local Planning Authority. Any new tree that dies, is removed, or becomes seriously damaged or diseased within the first five years following planting shall be replaced in the next available planting season with a specimen of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a high-quality design for both the forecourt and courtyard areas, including appropriate lighting, in the interests of visual amenity and to

comply with London Plan Policy G7 (2021), Local Plan Policy SP11 (2017), and Policy DM1 of the Development Management DPD (2017).

Living Roof

5. Prior to above ground works taking place details of the living roof shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with native flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
 - iii) Details on the range of native species of (wild)flowers and herbs planted to benefit native wildlife. The living roof shall not rely on one species of plant life such as Sedum (which are not native); and a Management and Maintenance plan, including frequency of watering arrangements.

The approved living roofs shall be provided before the development is first occupied and shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

Cycle Parking

6. The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 32 long-stay and 2 short -stay spaces located in an accessible location for approval. The quantity must be in line with the London Plan, and the design must be in line with the London Cycle Design Standard. No development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

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

Part M4(2) Accessible and Adaptable Dwellings and M4(3) Wheelchair Homes

7. The flats/houses hereby approved shall be designed and constructed in accordance with the requirements of Building Regulations Part M4(2) (accessible and adaptable dwellings) and/or Part M4(3) (wheelchair user dwellings), as

specified in the approved plans. The development shall be carried out in compliance with these standards and retained as such thereafter for the lifetime of the development.

Reason: To ensure that the internal layout of the building provides inclusive accommodation, and flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with Policy D7 of the London Plan 2021.

Energy Strategy

8. Save for any changes required/approved under the Final Energy Strategy referred to below, the development hereby approved shall not be occupied until it has been constructed in accordance with the Energy and Sustainability Statement prepared by JAW Sustainability (dated March 2025) delivering a minimum 77% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, exhaust heat pumps (ASHPs) and solar photovoltaic (PV) panels.

Prior to above ground construction, details of the final Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

Water Butts

9. The flatted block shall not be occupied until details of the location of a water butt with a minimum capacity of 120L, to intercept rainwater from the block's roof, have been submitted to and approved in writing by the Local Planning Authority. The water butt shall be installed prior to occupation and retained thereafter for the lifetime of the development.

Reason: To reduce water demand and surface water runoff, and to improve the sustainability of the block in accordance with Haringey Local Plan Policies SP5, DM21, DM24 and DM25.

Water consumption

10. The flats/houses hereby approved shall not be occupied until they have been constructed to meet, as a minimum, the higher Building Regulation standard Part G for water consumption, aiming to be limited to 110 litres per person per day using the fittings approach.

Reason: The site is located within an area of serious water stress, requiring water efficiency opportunities to be maximised to mitigate the impacts of climate change, promote sustainability, and use natural resources prudently, in accordance with the National Planning Policy Framework (NPPF).

Biodiversity Gain Plan

11. Prior to first occupation of development, and notwithstanding the Preliminary Ecological Appraisal prepared by Indigo Surveys Ltd submitted, no works including demolition/site clearance shall take place until a Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority.

The Plan shall demonstrate how the development will achieve a minimum of 10% biodiversity net gain, calculated using the latest Defra biodiversity metric, and shall include details of proposed measures such as:

- On-site habitat creation, including soft landscaping and tree planting;
- Biodiversity green roofs; and
- Any off-site biodiversity units or credits, if applicable.

The development shall be carried out and retained thereafter in full accordance with the approved Biodiversity Gain Plan.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in the interests of ensuring measurable net gains to biodiversity in accordance with paragraphs 187 and 192 of the National Planning Policy Framework 2024, and in order to comply with policy G5 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

BNG Monitoring

12. Prior to first occupation of the development hereby approved, a Habitat Monitoring and Management Plan (HMMP) proportionate to the approved biodiversity measures shall be submitted to and approved in writing by the Local Planning Authority.

The HMMP shall set out long-term management and monitoring arrangements and maintenance schedules for the biodiversity net gain measures, along with a methodology to ensure the submission of monitoring reports for a period of at least 30 years and shall be implemented in full and adhered to throughout that period.

Monitoring reports shall be submitted to, and approved in writing by, the Local Planning Authority at years 2, 5, 7, 10, 20 and 30 from commencement of development, unless otherwise stated in the Biodiversity Net Gain Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements, and any rectifying measures needed.

Reason: To ensure that the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and in the interests of ensuring measurable net gains to biodiversity in accordance with paragraphs 187 and 192 of the National Planning Policy Framework 2024.

Non-Road Mobile Machinery

13. A) Prior to the commencement of the relevant part of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

B) Prior to the commencement of the relevant part of the development, evidence that all plant and machinery to be used during the demolition and construction phases of the development meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to, and approved in writing by, the Local Planning Authority.

C) During the course of the demolition, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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

Section 278 Agreement

14.

Prior to the first occupation of the development, the developer shall enter into an agreement under Section 278 of the Highways Act 1980 with the Highway Authority to secure the delivery of pedestrian access improvements associated with the development. These works shall include:

- The removal of the redundant vehicular crossover across the footway into the site and reinstatement of the public footpath at this location; and
- The installation of a new zebra crossing on Archway Road, following detailed design and completion of a Road Safety Audit, or a 3 prong zebra crossing on to the central island at the junction of Archway Road/Bakers Lane following further detailed design.

The development shall not be occupied until the above works have been completed in full and to the satisfaction of the Local Highway Authority, the Local Planning Authority and TfL.

Reason: In order to confine access to the permitted points in order to ensure that the development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway, consistent with Policy T4 of the London Plan 2021 and Policies DM33 & DM34 of The Development Management DPD 2017.

Land contamination

15. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and

Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

Unexpected contamination

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

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

Demolition and Construction management plan (DCMP)

17. No construction or demolition shall take place, other than site clearance, until a Demolition and Construction Logistics Management Plan (DCLMP) has been submitted to and approved in writing by the Local Planning Authority. Where demolition and construction works are undertaken by separate contractors, individual Plans may be submitted for each phase. The submitted plan(s) must provide the following details:
 1. A clearly phased schedule including demolition, enabling works, and main construction.
 2. Proposed working hours and confirmation that construction vehicle movements shall avoid peak hours (AM/PM).

3. Proposed arrangements for vehicle access/loading.
4. Details of vehicle types, quantity, and vehicular swept path analyses.
5. Identification of loading/unloading bays and areas for materials handling and visiting construction vehicles.
6. Storage of plant and materials used in constructing the development.
7. Details of a construction compound, including the siting of any temporary site office, toilets, skips, or any other structure.
8. Erection and maintenance of security hoarding where appropriate.
9. Wheel cleaning/wash facilities to prevent mud or dust from migrating onto the adjacent highway.
10. Measures taken to ensure continued and safe access and movement for pedestrians along Archway Road.

Only the approved details shall be implemented and retained during the demolition and construction period.

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

Demolition and Construction Environmental Management Plan (DCEMP)

18. A Demolition and Construction Environmental Management Plan (DCEMP) assessing the environmental impacts in connection with carrying out the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The DCEMP shall assess impacts during the demolition/constructions phase on nearby residents and other occupiers and bats/birds, and shall include measures to mitigate any identified impacts. Where demolition and construction works are undertaken by separate contractors, individual Plans may be submitted for each phase. The DCEMP shall include, but not be limited to, the following:
 - Noise management measures, including working hours, use of silencers, and monitoring protocols;
 - Dust control measures, such as wheel washing, damping down, and screening;
 - Air quality mitigation, including vehicle emissions control and minimisation of idling;
 - Ecological safeguards, including a further roost assessment for birds/bats prior to demolition or tree removal and how they would be protected;
 - Seasonal restrictions, ensuring that removal of trees and buildings avoids the bird nesting season (March to September inclusive), unless preceded by a nesting bird check by a qualified ecologist;
 - Contact details of the site manager responsible for day-to-day operations; and

- Procedures for receiving, recording, and responding to complaints from the public.

The development shall be carried out in accordance with the approved details, and no variation shall take place without the prior written consent of the Local Planning Authority.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality, in accordance with Policies SI1, T4 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 and DM23 of the Development Management DPD 2017.

Removal of permitted development rights for extensions

19. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (as amended), or any Order revoking or re-enacting that Order, no rear extensions, outbuildings, porches, or means of enclosure (including walls and fences shall be erected in connection with the new houses facing Bakers Lane without planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

Satellite dishes/television antennae

20. The placement of a satellite dish or television antenna on any external surface of the flatted block or new houses hereby approved is precluded, with the exception of a communal solution for the flatted units. Details of any such communal provision shall be submitted to the Local Planning Authority for its written approval prior to the first occupation of the flats hereby approved. The approved provision shall be installed in accordance with the approved details retained as such thereafter.

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

Waste and recycling facilities, and collection

21. Prior to first occupation of the development, details of waste management arrangements in connection with the refuse stores as shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. These details shall include confirmation of the capacity and layout of refuse and

recycling storage areas, and access arrangements for collection crews. The approved waste management arrangements shall be implemented in full prior to first occupation and retained thereafter for the lifetime of the development.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policies SI 7 and SI 8 of the London Plan 2021.

Considerate constructors scheme

22. Prior to the commencement of any works the site the Contractor Company must register with the Considerate Constructors Scheme. Proof of registration shall be submitted to, and approved in writing by, the Local Planning Authority. Registration shall be maintained throughout the demolition and the construction phases.

Reason: To protect the amenity of the local community and comply with Policy SI1 of the London Plan.

Secure by design

23.
 - a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development.
 - b) Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

The development shall only be carried out in accordance with the approved details.

Reason: To ensure the safety and security of the development and locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

Piling

24. No piling shall take place until a Piling Method Statement (detailing the depth and type of any piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority. Any piling must be

undertaken in accordance with the terms of the approved piling method statement and piling layout plan

Reason: Piling has the potential to significantly impact / cause failure of local underground utility infrastructure, and to comply with Policy SI 5 of the London Plan 2021 and Policy DM 29 of the Development Management Development Plan 2017.

Overheating Report

25. Prior to the commencement of above ground works, an updated Overheating Report shall be submitted to, and approved in writing by, the Local Planning Authority. The submission shall assess the overheating risk, confirm the mitigation measures, and propose a retrofit plan. This assessment shall be based on the Energy and Sustainability Assessment rev 3 by EAL Consult (dated Feb 2025) and passive mitigation measures as a minimum should include brise soleil and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024).

This report shall include:

- Revised and further modelling of units modelled based on 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;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures by following the Cooling Hierarchy;
- Modelling of mitigation measures required to pass current and future weather files, clearly setting out how the proposed mechanical cooling demand will be reduced, **and** which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Details of the external brise soleil and retractable awnings in accordance with 1544/07 rev A Elevations as proposed by CG Architects (dated Mar 2024); drawings should include dimensions and specifications of the brise soleil and retractable awnings;
- Details of internal blinds to all habitable rooms, including the fixing mechanism, specification of the blinds, shading coefficient;
- Details of mechanical cooling for the residential and commercial units, including the active cooling demand on an area-weighted average in MJ/m² and MY/year, specifications and efficiency of the equipment.
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and

- ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to first occupation, the development shall be built in accordance with the overheating measures as approved in part (a) and they shall be retained thereafter for the lifetime of the development:

- Openable windows;
- External shading / brise soleil;
- Retractable awnings (for the commercial units);
- Fixed internal blinds with white backing;
- Window g-values of 0.5 or better;
- Mechanical ventilation (4ach) to bedroom windows facing Bedford Road;
- Background ventilation with acoustic vents to living rooms facing Bedford Road;
- Hot water pipes insulated to high standards.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

Overheating

26. Prior to first occupation of the development, details of external and internal shadings shall be submitted to, and approved in writing by, the local planning authority. This shall include the fixing mechanism, specification of the blinds, shading coefficient, etc. Any internal blinds required must be retained for the lifetime of the development, or if replaced, it must be with blinds with equivalent or better shading coefficient specifications.

The following overheating measures shall be installed prior to first occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment prepared by JAW Sustainability (dated 24 January 2025):

- Natural ventilation with openable areas of 0.8 (opening angle not specified)
- Glazing g-value of 0.37
- External horizontal louvres to the southern façade
- External vertical side fins to the western façade
- MVHR with summer bypass (ventilation rates provided in Appendix)

- Mechanical cooling system with 1.5kW capacity per room, setpoint at 20°C (activated when indoor $\geq 20^{\circ}\text{C}$ and outdoor $\geq 23^{\circ}\text{C}$)

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

Urban Greening Factor

27. Prior to first occupation, an Urban Greening Factor statement shall be submitted to, and approved in writing, by the Local Planning Authority, demonstrating a target factor of 0.4 has been met on site through greening measures. These measures shall thereafter be permanently retained for the lifetime of the development.

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

Accessible Car Parking Provision

28. The development shall not be occupied until two blue badge parking spaces located on the public highway have been allocated via Traffic Management Order to the occupiers of fully accessible homes within the development.

Reason: To ensure accessible car parking is provided for residents, in compliance with the London Plan.

Delivery and Servicing Plan and Waste Management

29. The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

- Consolidation of deliveries,
- Last mile delivery using cargo bikes,
- Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance.

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

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

INFORMATIVES

INFORMATIVE: NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within their ownership.

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £77,488.10 (1090 sqm x £71.09) and the Haringey CIL charge will be £401,250.80 (1090 sqm x £368.12 (index rated)). 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 and Haringey's Annual CIL Rate Summary. An informative will be attached advising the applicant of this charge.

INFORMATIVE: Naming and Numbering

The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Secure by Design

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

INFORMATIVE: Bats and birds

Bats and birds are protected under the Wildlife & Countryside Act 1981 and the Countryside and Rights of Way Act 2000, it is an offence to deliberately or recklessly disturb them or damage their roosts or habitat. Therefore, close inspection should be undertaken prior to the commencement of works to determine if any bats or birds reside on site. No works should occur while birds are nesting which may be at any time between the month of March to September inclusive; if bats are present works should cease until the applicant has obtained further advice from Natural England on 0845 601 4523 or email wildlife@naturalengland.org.uk.

INFORMATIVE: Legal Matters – Directors' Letter.

This planning permission is subject to an agreement between the applicant and the Local Planning Authority with respect to various obligations. This planning permission must be read in conjunction with the associated Directors' Letter that secures financial and non-financial obligations. The agreement relates to carbon offset contribution, highways and landscaping works, travel plan, car club provision, car-free development, construction logistic contribution, S106 monitoring, local employment, energy plan etc.

INFORMATIVE: Biodiversity Net Gain (BNG) Informative (1/2).

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 ("1990 Act") is that planning permission granted in England is subject to the condition ("the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The local planning authority (LPA) that would approve any Biodiversity Gain Plan (BGP) (if required) is the London Borough of Haringey.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are summarised below,

but you should check the legislation yourself and ensure you meet the statutory requirements.

Based on the information provided, this permission WILL require approval of a BGP before development is begun because none of the statutory exemptions or transitional arrangements summarised below are considered to apply.

++ Summary of transitional arrangements and exemptions for biodiversity gain condition

The following are provided for information and may not apply to this permission:

1. The planning application was made before 12 February 2024.
2. The planning permission is retrospective.
3. The planning permission was granted under section 73 of the Town and Country Planning Act 1990 and the original (parent) planning permission was made or granted before 12 February 2024.
4. The permission is exempt because of one or more of the reasons below:
 - It is not “major development” and the application was made or granted before 2 April 2024, or planning permission is granted under section 73 and the original (parent) permission was made or granted before 2 April 2024.
 - It is below the de minimis threshold (because it does not impact an onsite priority habitat AND impacts less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat).
 - The application is a Householder Application.
 - It is for development of a “Biodiversity Gain Site”.
 - It is Self and Custom Build Development (for no more than 9 dwellings on a site no larger than 0.5 hectares and consists exclusively of dwellings which are Self-Build or Custom Housebuilding).
 - It forms part of, or is ancillary to, the high-speed railway transport network (High Speed 2).

INFORMATIVE: Biodiversity Net Gain (BNG) Informative (2/2).

+ Irreplaceable habitat:

If the onsite habitat includes Irreplaceable Habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements. In addition to information about minimising adverse impacts on the habitat, the BGP must include information on compensation for any impact on the biodiversity of the irreplaceable habitat.

The LPA can only approve a BGP if satisfied that the impact on the irreplaceable habitat is minimised and appropriate arrangements have been made for compensating for any impact which do not include the use of biodiversity credits.

++ The effect of section 73(2D) of the Town and Country Planning Act 1990 If planning permission is granted under section 73, and a BGP was approved in relation to the previous planning permission (“the earlier BGP”), the earlier BGP may be regarded as approved for the purpose of discharging the biodiversity gain condition on this permission. It will be regarded as approved if the conditions attached (and so the permission granted) do not affect both the post-development value of the onsite habitat and any arrangements made to compensate irreplaceable habitat as specified in the earlier BGP.

++ Phased development In the case of phased development, the BGP will be required to be submitted to and approved by the LPA before development can begin (the overall plan), and before each phase of development can begin (phase plans). The modifications in respect of the biodiversity gain condition in phased

development are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.