

1. DETAILS OF THE DEVELOPMENT

Reference No: HGY/2025/1769

Ward: Woodside

Address: Timber Yard, 289-295 High Road, Wood Green, London, N22 8HU

Proposal: Demolition of the existing storage and distribution buildings and redevelopment of the site for 36 homes within 2 x part three, four and five storey blocks and part two, part three storey mews buildings, in conjunction with refuse and cycle stores, cycle and car parking and landscaping.

Applicant: John Silvester

Agent: SY2 Planning

Ownership: Private

Case Officer Contact: Samuel Uff

- 1.1 The application has been referred to the Planning Sub-Committee for decision as the planning application is a major application.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of non-designated employment land is considered acceptable as part of a proposed development that would provide significant additional residential housing in a predominantly residential area. A financial contribution of £22,000 will be required for the loss of the existing 8 FTE employees.
- The principle of a residential scheme is supported in this accessible location, which will contribute to the Borough's housing stock; and is considered to represent sustainable development.
- The application proposes a high quality design that would positively repair the urban fabric compared to the existing property's presence on the High Road.
- The scheme has been positively reviewed by the Quality Review Panel and refined in broad accordance with those comments.
- The proposal is not considered harmful to the character or appearance of the Trinity Gardens 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 public benefits, including the provision of additional homes and improvements to townscape quality.
- A viability assessment has been independently reviewed and confirms that the development is unable to provide any affordable housing. This could be reviewed by way of an early and late stage review to assess whether any such housing, or a contribution towards affordable housing off-site, could be achieved in the future. However, the applicant has made a commercial offer to make a Payment in Lieu to

the council to provide affordable housing in the sum of at least £250,000 to compensate for the removal of both Early and Late Stage Reviews. This is accepted as it gives more certainty to the Council and applicant and the contribution would be used to provide affordable homes within Haringey.

- The siting, massing and separation distances are considered satisfactory in protecting neighbouring amenity, particularly those in Morant Place and along Trinity Road. Siting of windows, balconies and amenity spaces have been carefully considered to avoid overlooking of these neighbours.
- The proposed residential mix comprises 21 x 1 bed, 5 x 2 bed and 10 x 3 bedroom homes is considered to be a suitable mix for this location.
- The proposed homes will have a high quality of living accommodation, be predominantly dual or triple aspect, include private and communal amenity spaces and play space and suitable provision of accessible homes.
- A suitable pedestrian footway and environment for residents would be included, which would serve the proposal as well as benefit existing commercial uses within Neville Place.
- The development is proposed to be 'car-free', with one accessible car parking space provided from the outset and future provision for two additional bays secured through the S106 to be provided if needed in the future. Ground floor cycle stores will be provided.
- The development would achieve a 77% reduction in regulated carbon dioxide emissions on site, through a combination of high fabric efficiencies, communal and individual air source heat pumps (ASHPs), and an array of solar photovoltaic (PV) panels.
- Biodiversity Net Gain requirements achieve 189% BNG value gain when measured against the pre-development baseline value improvement, this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.46 will also exceed the target of achieving 0.40. These will be met through planting, green roofs, and landscaping. There will also be a net gain of 8 trees, as well as tree retention.
- The scheme will be Air Quality Neutral, with no significant impact expected.
- Overall, this is considered to be a high quality development that will provide housing for Haringey and is supported by Officers and relevant policy.
- The scheme would provide a number of section 106 obligations, along with paying Haringey and Mayoral CIL contributions.

2. RECOMMENDATION

- 2.1. That the Committee authorise the Head of Development Management and Planning Enforcement 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 and Planning Enforcement 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 and Planning Enforcement or the Director of Planning and Building Standards to make any alterations, additions or deletions to the 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 Planning Sub-Committee.
- 2.3. That the agreement referred to in resolution (2.1) above is to be completed no later than 30 January 2026, or within such extended time as the Head of Development Management and Planning Enforcement 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. 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).

Conditions:

- 1) Time Limit (Compliance)
- 2) Approved Plans and Documents (Compliance)
- 3) Materials and Detailing (Prior to commencement)
- 4) Boundary treatment and access control (Pre-occupation)
- 5) Landscaping (Prior to commencement of relevant part)
- 6) Play equipment
- 7) Biodiversity Net Gain Plan (Pre-commencement)
- 8) BNG Monitoring (Pre-occupation)
- 9) Lighting (Pre-occupation)
- 10) Noise from building services plant and vents (Compliance)
- 11) Secure by Design Accreditation (Pre-above ground works)
- 12) Secured by Design Certification (Pre-occupation)
- 13) Surface Water Drainage (Pre-commencement)
- 14) SuDS Management and Maintenance Strategy (Pre-occupation)
- 15) Piling Method Statement (Pre-commencement)
- 16) Land Contamination (Pre-commencement)
- 17) Unexpected contamination (If identified)
- 18) NRMM (Pre-commencement)
- 19) Management and Control of Dust (Pre-commencement)
- 20) Delivery and Servicing and Waste Management Plan (Pre-occupation)
- 21) Construction Logistics and Management Plan (Pre-commencement)
- 22) Considerate Constructors (Compliance)
- 23) Energy Strategy (Pre-above ground works)
- 24) Overheating (Pre-above ground works)

- 25) Living Roofs (Pre-above ground works)
- 26) Water Butts (Pre-occupation)
- 27) Urban Greening Factor (Compliance)
- 28) Arboricultural Method Statement (Compliance)
- 29) Tree protection (Pre-commencement)
- 30) Cycle Parking (Pre-occupation) – *ref the external short stay storage*
- 31) Electric Vehicle Charging (Pre-occupation)
- 32) Accessible Parking Bay(s) (Pre-commencement)
- 33) Car Parking Management Plan (Pre-occupation)
- 34) Waste/Recycling Storage (Prior to commencement of relevant part)
- 35) Restriction to Telecommunications Apparatus (Restriction)
- 36) Building Regulations Part M (Compliance)
- 37) Water Consumption (Pre-occupation)
- 38) Block C - obscure glazing and partial opening windows
- 39) Communal antenna

Informatives:

- 1) Heads of Terms
- 2) CIL
- 3) Land ownership
- 4) Construction hours
- 5) Street numbering
- 6) Asbestos
- 7) Designing Out Crime
- 8) Signage
- 9) Thames Water build over agreement
- 10) Thames Water Groundwater
- 11) Thames Water general information
- 12) Thames Water Sequential approach to the disposal of surface water
- 13) Thames Water Mains water for construction purposes

Section 106 Heads of Terms:

1. Loss of employment:

- £22,400 (8 FTE x £2,800)

2. Highways works:

- £80,000 contribution for junction improvements

3. Affordable Housing Payment in Lieu

- Payment of at least £250,000 towards the provision of affordable homes in Haringey

4. Carbon Mitigation

- Energy Plan

- Sustainability Review
- Be Seen commitment to uploading energy data
- Carbon Offset £22,230 (indicative)
 - 10% management fee;
 - Carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stage

5. Sustainable Transport Initiatives

- Travel Plans provided for the residential
- Appointment of a travel plan co-ordinator
- Financial contributions towards travel plan monitoring (£3,000 per plan) for 5 years (15k total monitoring)
- Welcome pack & £200 voucher for active travel related equipment purchases.

6. Car Free Agreement

- No residents to be entitled to apply for a resident's parking permit under the terms of the relevant Traffic Management Order (TMO).
- Payment of £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

7. Demolition and Construction Logistics Plans – £5,000 contribution

- To include:
- Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- The estimated number and type of vehicles per day/week.
- Estimates for the number and type of parking suspensions that will be required.
- Details of measures to protect pedestrians and other highway users from demolition and construction activities on the highway.
- The undertaking of a highway dilapidation survey.
- The implementation of the Construction Logistics and Community Safety (CLOCS) standard.

8. Car Club

- Reasonable endeavours to establish a car club for the scheme, including the provision of adequate car club bays and associated costs, with provision of

five years free membership for all residents and £50 per year per unit credit for first 2 years

9. Future proofing additional accessible car parking

- Mechanism for providing the additional spaces
- Provision of EV charging
- Car Parking Management Plan
- Monitoring (£3,000)

10. Considerate Contractor Scheme Registration

11. Local Labour and Training

12. Monitoring Contribution

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

13. S278 for Highways Works to include:

- **removal of a single CPZ bay,**
- **long dropped kerb and double yellow lines for the blue bay access**
- **turning head behind block B**
- **associated streetscape changes/improvements for the hardstanding highway area to the front of block A**

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

2.7. That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:

i. The proposed development, in the absence of late/early stage reviews or a legal agreement securing the provision of a payment in lieu of at least £250,000 towards providing affordable housing, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Local Plan 2017, Policy H5 of the London Plan 2021 and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.

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

iii. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2, SI3 and SI4 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM21 of the Development Management Development Plan Document 2017.

iv. The proposed development in the absence of a legal agreement to secure a financial contribution towards loss of employment, would fail to facilitate training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of the Local Plan 2017.

v. The proposed development, in the absence of a legal agreement securing sustainable transport measures and public highway works, through a Section 278 Highway Agreement to pay for any necessary highway works; and including potential provision of car club and car club memberships; a contribution to monitor the Construction Logistics Plan; a contribution towards 'car free' development and the associated amendments to the TMO; and provision of residential travel plans and monitoring fee; would have an unacceptable impact on the safe operation of the highway network, and would give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to Policies T1, T2, T6, T6.1 and T7 of the London Plan 2021, Policy SP7 of the Local Plan 2017 and Policy DM31 of the Development Management Development Plan Document 2017.

2.8. In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards (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 Director within a period of not more than 12 months from the date of the said refusal, and

iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein

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- Appendix 6: Planning Sub Committee meeting 02 June 2025 - briefing minutes

3. PROPOSED DEVELOPMENT AND SITE LOCATION

Proposed Development

- 3.1. The planning application proposes the demolition of the existing storage and distribution (B8) buildings and redevelopment of the site for residential (C3) use. The proposal includes Blocks A and B, which consist of 2 x three to five storey

buildings on the High Road frontage and Block C, which is a part two, part three storey mews building, to the rear of the site fronting onto Neville Place. The development would provide a total of 36 homes. One accessible parking bay would be made available from the outset with provision for a further two accessible bays, if required in future. The development includes re-landscaping and provision of amenity space, including playspace and wild flower planting.

- 3.2. Block A would have a stepped massing, matching the three storey height of the adjoining side extension to the former Fishmongers Arms public house, stepping up to a four storey element before meeting the maximum fifth storey height. Block B would also have a lower four storey 'shoulder' height toward the side site boundary, similar to that of the adjacent Morant Place. These buildings would be constructed predominantly in brickwork.



Image 1 - Proposed Blocks A and B in High Road frontage context

- 3.3. The siting of Block A would align with the established building line of the former Fishmongers Arms pub. The building line of Block B would project beyond that of the staggered massing of Morant Place closer to High Road but would not project beyond the southern boundary of this neighbour. These blocks would be separated by the retained access to Neville Place. The ground floor of both buildings would provide an active frontage, including a lobby area / residential frontage and have a variation of brick tone and design to create a distinct base. The remainder of the ground floors would provide cycle and refuse stores and plant areas.



Image 2 – Site layout showing Blocks A and B and Block C (denoted A, B, C on each relevant Block)

- 3.4. The rear mews development (Block C) would adjoin the rear gardens of properties on Trinity Road, and consist of a part two, part three storey brickwork building with metallic roofs, which would be broken up by roof terraces between buildings. These mews buildings would have the coherent appearance of a terrace but would comprise of ground floor 1 bed flats and upper floor 3 bed maisonettes. The ground floor homes would be served with a modest private, rear amenity space. The upper floors would have amenity spaces at second floor level, accessed from the main living area. The maisonette entrances would have lobbies, which could accommodate bike / buggy stores.



Image 3 - Proposed 'Mews Terrace' development (Block C)

- 3.5. The main communal amenity area would be sited behind (west of) Block A and the flank elevation (east) of the mews development – Block C. This area would accommodate 209sqm of shared amenity space from the outset, which includes a landscaped entrance. This entrance area is proposed to be adaptable and could be used to accommodate two further accessible parking bays if required in future, which would reduce the shared amenity area to 163sqm. This amenity space would contain play space, seating and landscaping. Additional landscaping would be located at the northern corner, in front and to the side of proposed Block B. A refuse store and single parking bay, with the potential to provide two further bays, would be located adjacent to the southern edge of this main amenity area, adjacent to the highway of Neville Place. Refuse and recycling stores for Blocks A and B would be internally located at ground floor level.
- 3.6. There are 19 existing trees on and adjacent to the site, of which 4 would be retained on site and 6 retained off site. Therefore, a total of 9 trees would be removed. Fourteen trees would be planted on-site and 3 planted off-site, Those trees off site to be removed and planted would be subject to Highways approval. These will provide a variety of suitable species. The development will provide significant Biodiversity Net Gain and Urban Greening improvements, including extensive green roofs on all buildings and wildflower planting within the landscaping plan.



Image 4 - Amenity spaces, tree removal / planting and parking bay, r/o Block A

Site and Surroundings

- 3.7. The site is occupied by 'Wood Green Timber Merchants' and is located on the western side of the High Road and the southern side of Neville Place. The site contains a single storey, commercial building and associated storage areas for the sale and distribution of timber, extending back into the site with a large flank wall along Neville Place. The site has a Public Transport Accessibility Level (PTAL) rating of 6(a), considered to be 'Excellent' and highly accessible and is a 10-12 minutes walk to Wood Green tube station.
- 3.8. The southern part of the site, up to the highway of Neville Place, is located within Trinity Gardens Conservation Area. The site adjoins the locally listed former public house (Fishmongers Arms) and the Grade II Statutorily Listed fountain / trough, which is located in front of that site. Other notable listed buildings in the general vicinity of the site include the Grade II statutorily listed Civic Centre and Trinity Academy Primary School, both of which are located to the south of the site.

- 3.9. Neville Place is adopted highway and contains a row of two storey buildings to its north, which are currently in employment use. This highway is subject to a CPZ with 'pay and display' parking in operation. To the north of the site is the staggered building line of Morant Place, a four storey residential development, by Ivor Smith & Cailey Hutton Architects. Back gardens of two-storey residential terraced houses on Trinity Road adjoin the southern edge of the site. These dwellings are numbered 1-5 Dogan Terrace at the eastern end of the terrace before the historic numbering from no.1 Trinity Road to the west of those dwellings.
- 3.10. There is a large forecourt area in front (to the east) of the frontage building, which is currently used by the Timber Merchants for additional storage of material. It has come to light that this is Highways land and does not fall within the applicant's title deeds. Regardless of whether the site is redeveloped or not, this land is expected to revert to Highways land and storage in this area will cease.

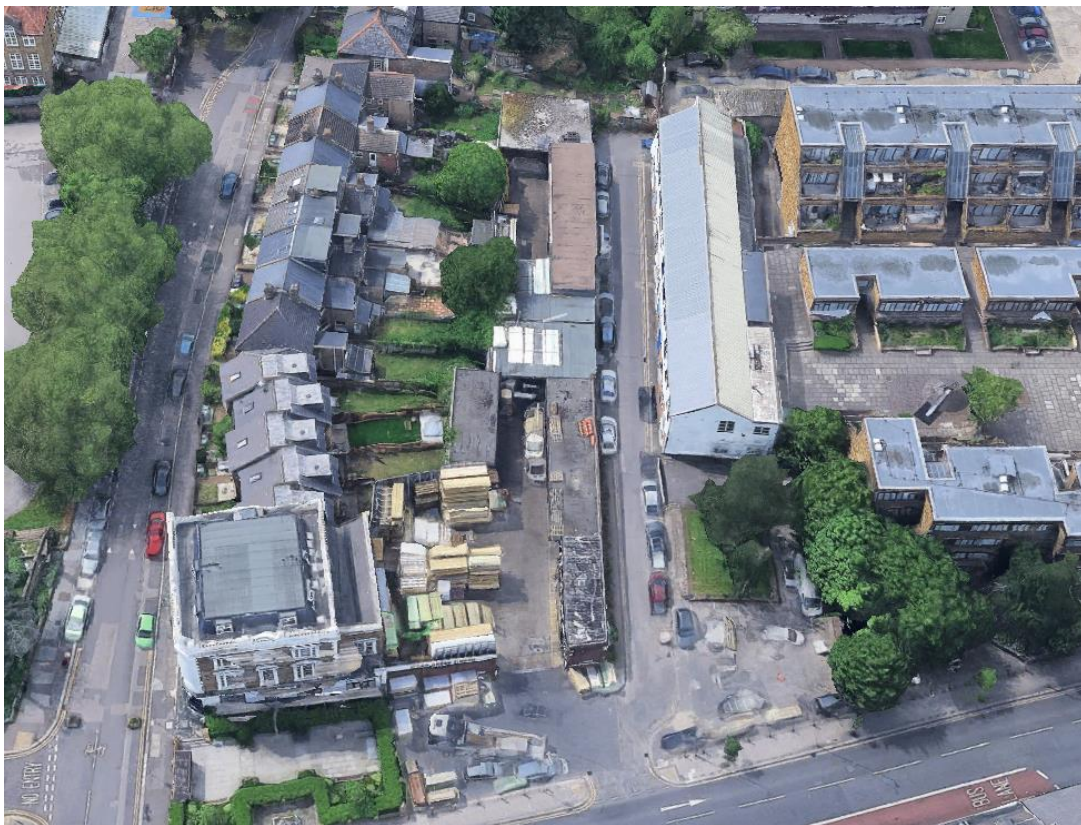


Image 5 Image of the site



Image 6 location of site in context of Trinity Gardens Conservation Area (buff shading), locally (red) and Statutory (blue) listed buildings

Relevant Planning and Enforcement History

3.11. There is no relevant planning history associated with the Wood Green Timber Yard site. The most relevant planning history relates to the neighbouring site of the Former Fishmongers Arms, as detailed below:

- Fishmonger Arms - HGY/2019/3071 - Change of use of the property from mixed office use (sui-generis) to residential (C3) and the creation of four self-contained flats, in conjunction with creation of lightwells; replacement of existing windows and doors; landscaping; boundary treatment; removal of vehicle crossover and provision of refuse and cycle storage facility. The flats comprise one studio, one 1b/2p; one 2b/4p and one 2b/3p - Granted 18 March 2020.

4. CONSULTATION RESPONSES

Pre-application Planning Committee 2nd June 2025

4.1. The proposal was presented to The Haringey Planning Sub Committee on 2nd June 2025. The detailed design of the proposed buildings was reviewed and there was a request that bricks be provided to Members to review in future if/when the case were to be reported to PSC for decision. The internal arrangements of flats were questioned, as was the relationship between the mews houses (Block C) and the neighbouring residents in Trinity Road. Minutes of the meeting are attached as appendix 6.

Quality Review Panel

- 4.2. The proposal was presented to Haringey's Quality Review Panel (QRP) on 24 March 2025. Overall, the scheme was welcomed by the QRP, and a summary is provided below:
- 4.3. *The Haringey Quality Review Panel welcomes the site layout, height and massing, and building typologies, which are well considered and respond appropriately to the historic setting. However, the conflicts between amenity, play, parking, and servicing on the ground plane are symptoms of the intensity of development and need to be resolved. It may be necessary to alter the quantum of development to find the optimum that the site can support without compromising on quality.*
- 4.4. *The panel supports the relationship with the conservation area but asks that long views of the church spires are protected as the scheme develops. Significant further work is needed to ensure that the ground plane will deliver for the people who will live and work here, as well as for the wider community. An alternative solution should be found for the children's play space, which is next to refuse and parking, and likely to be overshadowed. Neville Place could be remodelled as a shared surface mews, the Blue Badge parking reduced and relocated, and the play space extended. The highway land and the land in front of the former Fishmongers Arms should make a significant contribution to the high street setting and public realm greening. The project team is encouraged to work with Haringey officers and neighbours to resolve the land ownership and use issues for public benefit.*
- 4.5. *The project team should consider replacing the proposed mews flats with a terrace of mews houses on Neville Place. This would resolve many of the design issues and provide more suitable family housing than upper floor flats. The panel suggests carrying out a detailed review to check that all rooms are of an appropriate size and shape to be usable, and that entrances are welcoming. The panel suggests that a community use, in the proposed wing adjoining the former Fishmongers Arms, would be more successful than a commercial space. The success of the architecture will depend on the quality of the detailing and execution. A simple brick materials palette is recommended, with further articulation to create a distinctive external appearance, especially on the High Road elevations.*
- 4.6. *The panel suggests that the basement is removed to reduce embodied carbon and encourage residents to use the bicycle store. Further work is needed to improve the form factor and reduce heat loss. The windows should be sized in relation to noise, daylight, resident quality of life, and the wider context, as well as overheating.*

- 4.7. All of these elements and a detailed response to specific points raised by QRP is provided in the 'Design and Appearance' section of this report. The full QRP response can be found at Appendix 4.

Applicant's Public Engagement

- 4.8. The applicants undertook two online consultation events on Monday 28 April at 7pm and Tuesday 29 April at 1pm.
- 4.9. The applicant's Statement of Community Involvement (SCI) sets out details of the public consultation that was carried out by 'Your Shout', part of Thorncliffe. Details are provided of the residents, businesses, councillors and local groups that were contacted. It states that letters were delivered to 2413 properties up to Truro Road to the north of the site and Bounds Green Road to the south, on or around 16 April 2025. Information has been provided on the project website. The applicant has advised that 41 people took part in their public engagement events in June 2025 and 18 responses to the applicant's associated survey were received.

Planning Application Consultation:

- 4.10. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in Appendix 3.

Public Consultation

Internal

LBH Carbon Management – The proposed development would achieve a 77% reduction in regulated carbon emissions on-site. To comply with the zero-carbon policy, a carbon offset contribution of £22,230 is required to offset the remaining emissions.

LBH Conservation – The development would have neutral impact and retain key views into the conservation area. The relationship with the existing Statutory and Locally Listed Buildings and conservation context is considered to be acceptable.

LBH Design – The High Road frontage is graded with a distinct base, middle and top to follow the pattern of traditional buildings along this major arterial street and enhance its human scale. The massing strategy successfully mediates between the taller High Road context and the lower-scale residential hinterland, avoiding abrupt transitions. The architectural language is contemporary yet contextual. This is a well-designed scheme that makes efficient use of a challenging site to deliver high-quality housing and public realm improvements. The proposals exhibit a coherent architectural language, appropriate massing, and strong attention to residential amenity. There is a successfully integrated landscaping strategy. All homes are of a high quality layout.

LBH Lead Local Flood Authority – Approve with conditions for SuDS and maintenance.

LBH Noise – No objection.

LBH Pollution – Approve with conditions for contamination, Non-Road Mobile Machinery, dust control and considerate constructors

LBH Transportation – No objection subject to S106 obligations for car free arrangement; car club potential provision and starter pack; travel plan; construction logistics plan monitoring fee; £80,000 sustainable transportation contribution; mechanism for future accessible parking allocation; and S278 highways improvements. Conditions on cycle parking; delivery and servicing plan; accessible bays; EV provision / infrastructure; and a car parking management plan are also recommended.

LBH Trees – There would be the removal of eight on site trees and one off site tree (five category B and four category C). A mixture of up to 17 new standard trees are proposed to be planted. A net gain of 8 trees. BNG, UGF and landscape plan are all acceptable.

LBH Waste Management – No objection

External

Metropolitan Police (Designing Out Crime Officer) – No objection.

TfL – No comments received.

Thames Water – further surveys required

5.0 LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of a press notice, several site notices which were displayed around the site and in the vicinity of the site, and over one thousand letters sent to surrounding local properties. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application are as follows:

5.2 The number of representations received from neighbours, local groups etc. were as follows:

No of individual responses: 17
Objecting: 14
Supporting: 2
Others: 1

5.3 The main issues raised in representations from residents are summarised below.

Support:

- Welcome the additional housing in close proximity to Wood Green Station and accessible bus routes and town centre.

Objections:

- Over size scale and massing of blocks and mews (**Officer Comment:** The scale of the proposed development is considered to be acceptable in this setting)
- One comment suggesting need for more height and reversion to the arch design discussed in preapp (**Officer Comment:** The scale is considered to be appropriate in this setting. The arch was removed on officer advice)
- Impact on heritage (**Officer Comment:** The front of the site is within the Conservation Area and adjacent to the locally listed building. This relationship has been appropriately designed to conserve those heritage assets. The rear of the site is adjacent to the CA and is considered to appropriately scaled and designed to address this.)
- Loss of daylight / sunlight / overshadowing to Trinity Road (**Officer Comment:** A daylight/sunlight/overshadowing report has been submitted and reviewed by officers and is considered to provide suitable living conditions for existing and future residents within a built up area.)
- Loss of privacy to Trinity Road from Block C - Mews and Block A (**Officer Comment:** The separation and alignment of proposed windows from existing windows is considered to be sufficient. Gardens are already overlooked by existing neighbours, and the additional overlooking is not considered to significantly impact on overall privacy. However, amendments to the design of the Mews Buildings (Block C) have been proposed to mitigate harmful overlooking, particularly from the roof terraces.)
- Loss of openness (**Officer Comment:** The loss of view or open aspect is not protected in Planning, but there is significant distance between the building and predominant rear elevations of Trinity Road and this massing, set off the boundary at higher levels, is considered to avoid any unacceptable overbearing impact.)
- Living conditions for future residents (**Officer Comment:** Living conditions are broadly aligned with best practice guidance.)
- Potential for planting to retain privacy (**Officer Comment:** Habitable room windows would be set back from shared boundaries)

- Provision for residents with disabilities (**Officer Comment:** The site proposes 10% wheelchair accessible (M4(3)) housing – accessible and easily modified housing suitable for wheelchair users , with the remainder of housing being M4(2), suitable for adaption, where reasonably achievable. An accessible car parking space will be provided for people with disabilities only, with up to two additional if/as needed in the future.
- Loss of daylight and overbearing impact to Neville Place (**Officer Comment:** These are employment units so do not have same levels of protection as habitable properties, but the scheme would still retain suitable separation and retention of amenity to these units.)
- Low level of wall compared to existing, potential for climbing over (**Officer Comment:** The low level walls would generally serve the small rear yards of mews ground floor flats. The relationship between the play area is considered to be acceptable and can be attenuated through suitable defensive planting. The applicant has advised that they are willing to review a higher wall, similar to that of the existing with details to be approved and influenced by Party Wall discussions. A condition would require detail of the wall height (with amenity and safety considered therein).
- Noise impact from play area to residents at weekends and evenings (**Officer Comment:** The play area would be a modest play space amenity area for 'doorstep play' and would not be expected to have excessive numbers of users. The main play equipment would be set away from the Trinity Road boundary. Noise impact is not considered to be significant.)
- Smoke and food smells (**Officer Comment:** This will be residential use so no significant impact for existing residents is anticipated.)
- Loss of employment (**Officer Comment:** The loss of employment is considered in detail in the assessment section of this report. There would be a S106 financial contribution requirement to address the loss, and the overall benefits of providing high quality homes is considered to outweigh this modest loss).
- Impact on servicing for Neville Place employment uses (**Officer Comment:** The turning head and pay and display parking bays would be retained. These are small units and are not considered to be incompatible with the residential use proposed).
- Narrow access to the site and potential crime and ASB (**Officer Comment:** The proposed residential use will increase passive surveillance and activate the site. The Designing Out Crime team are satisfied with the development and Secure by Design accreditation will be a conditional requirement.)

- Highways conflict between residential and employment uses - reference to policies T7, D1B, D3, DM20 (**Officer Comment:** A Road Safety Audit was undertaken for this scheme. A pavement has been proposed to be provided through setting the mews building back from the highway. There are relatively limited traffic flows into Neville Place compared to the local highways. A Healthy Streets assessment is conditioned.)
- Safety of children / pedestrian access (**Officer Comment:** In addition to the comments above, the shared playspace would be gated and aimed at use by small children, who would be expected to be supervised. A Highways Safety Audit has also been undertaken.)
- Responsible development, tidiness, construction management etc, contact for complaints (**Officer Comment:** A demolition and construction management plan would be required through condition, and the developer would be expected to undertake a considerate contractors obligation as part of the S106 legal agreement.
- Additional parking stress (**Officer Comment:** The proposed development would be car-free other than for up to 3 accessible car parking bays. No residents of the proposed new homes would be able to apply for parking permits.)
- Potential for residents to park on-street after the CPZ finishes (**Officer Comment:** The CPZ times are not under consideration. The site has high PTAL of 6a so is highly accessible. As such car use should not be encouraged.)
- Access to driveway of no.10 (**Officer Comment:** The width of the access road would be retained)
- Cumulative disturbance from refurbishment of the Civic Centre (**Officer Comment:** Any construction traffic would require a construction management plan to minimise noise and traffic disturbance and would consider other significant development such as the Civic Centre.)
- Strain on existing infrastructure (**Officer Comment:** the Community Infrastructure Levy and other contributions would be required and can be used to contribute toward local services.)
- Strain on sewers (**Officer Comment:** Thames Water have been consulted and raise no objection in terms of capacity).
- Protection of grapevine along the wall (**Officer Comment:** There are no statutory protections of such vegetation, but the applicant has agreed to try and protect this within the development proposal, and a suitable condition is recommended. The proposal would provide significant biodiversity improvements, as shown in Biodiversity Net Gain assessment).

- Impact on habitats and ecology (**Officer Comment:** A Biodiversity Net Gain and Urban Greening Assessment have been provided, alongside an outline landscaping strategy. These are considered to provide a suitable level of enhancement.)
- Issues of consultation, and the outcome of the planning application being a foregone conclusion (**Officer Comment:** The applicant has engaged in welcome preapplication discussion and has presented the scheme at Pre-Application Planning Committee; however, all Planning considerations have been assessed, on their own merits, on the basis of the submitted planning application, and following consultation.)
- Cumulative impact of this and development to Civic Centre (**Officer Comment:** The approved development would be serviced from High Road and Neville Place rather than Trinity Road. If the Civic Centre development is still ongoing if and when this scheme is approved and starts on site then the Demolition and Construction Logistics Plan would ensure that both schemes can be successfully constructed in tandem, without any unacceptable adverse impacts.)

6.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
1. Affordable Housing and Housing Mix
2. Design and Appearance
 - a. Quality Review Panel comments
 - b. Scale massing and detailed design
3. Heritage / Conservation
4. Residential Quality
 - a. Layout and living conditions
 - b. Accessible housing
 - c. Amenity and playspace
5. Impact on Amenity of Adjoining Occupiers
6. Noise and Disturbance
7. Transportation and Parking
8. Energy, Climate Change and Sustainability
9. Trees
10. Urban Greening Factor and Biodiversity
11. Waste and Recycling
12. Flood Risk, Drainage and Water Infrastructure
13. Air Quality
14. Land Contamination
15. Fire Safety and Security
16. Equalities

17. Conclusion

6.2 Principle of Development

National Policy

6.3 The current National Planning Policy Framework (NPPF) was updated in December 2024; with minor made amendments in February 2025. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It supports employment and also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

6.4 Paragraph 70 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

6.5 *Regional Policy - The London Plan*

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

6.7 London Plan Policy E4 states that any proposal resulting in the loss of industrial / employment capacity should be suitably justified and where appropriate should be focused in locations that are well-connected by public transport, walking and cycling and contribute to other planning priorities including housing.

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

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

- 6.10 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.11 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.

Local Policy - Haringey Local Plan

- 6.12 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.13 The London Borough of Haringey Workspace Planning Design Guidance, 2023, highlights Wood Green High Road as a priority area for co-working and mixed use.
- 6.14 Policy SP8 of the Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. The supporting text to Policy SP8, however, at paragraph 5.1.4 states that *'taking a more flexible approach where local employment areas are no longer suitable for industrial or other employment generating uses, a progressive release of surplus industrial land will be carried out, in order to facilitate urban regeneration.'* And, whilst this is not an 'allocated site' for (what are generally identified for larger-scale housing growth), not all housing development will take place on allocated sites. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the important role these 'small sites' play towards housing delivery.
- 6.15 Part A of Policy DM40 - Non-Designated Employment Land and Floorspace of the Development Management DPD (hereafter referred to as the DM DPD) says that as this is an accessible existing employment site the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

- 6.16 Policy DM38 of the DM DPD states that proposals must maximise employment floorspace in mixed use development, provide improvements in suitability of employment space and other factors to ensure any employment space will be suitable. The main body of the text recognises that some of this stock may no longer be fully viable for employment development, however. In such circumstances it is required that applicants submit viability assessments to show that mixed use schemes maximise employment uses.
- 6.17 Policy DM40 of the DM DPD states that where proposals involve the total loss of employment floorspace a financial contribution towards employment related initiatives may be sought, in line with Policy SP9 of the Local Plan 2017 and Policy DM48 of the DM DPD.
- 6.18 Policy SP2 of the Local Plan 2017 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on sites.
- 6.19 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.

Loss of a Non-Designated Site in Employment Use

- 6.20 The site, in planning policy terms is a non-designated employment use. There no adopted site allocation relevant to the site.
- 6.21 The application proposes a fully residential development consisting of 36 new homes which would contribute towards the Council's overall housing targets and much needed housing stock, including family sized homes. In pre-application discussions various iterations of a retained commercial unit were considered but any such use was removed in the latter stages of pre-application discussion and prior to the presentation of the scheme as a pre-application to Planning Committee on 2 June 2025.
- 6.22 The current use as a timber merchant is not considered to be especially compatible with residential use, given noise and disturbance that might arise. Redevelopment including a scheme introducing more housing to the area could

also have the same issues if such a use were re-provided. Notwithstanding this, a business use less impactful on residential amenity could be compatible with the existing surrounding and proposed residential uses. The site has a Public Transport Accessibility Level (PTAL) rating of 6(a), so is considered to be highly accessible, so would therefore be appropriate for mixed-use development. Policy DM38 and DM40 of the DM DPD require justification before a complete loss of existing employment land use on such a non-designated employment site could be considered to be acceptable.

- 6.23 The application is supported by the submission of a marketing assessment in the form of a 'Commercial Demand Report', which has been undertaken by Paul Simon Seaton (PSS), in capacity as commercial agents. This highlights the issues of retaining the site for commercial use and it is considered that such issues would further impact the viability of redeveloping the site.
- 6.24 In accordance with Policy DM38 the application is supported by a viability assessment that highlights the challenges of redeveloping the site. The development is not anticipated by the applicant to provide any surplus profit even as a wholly residential scheme; albeit when tested by a third party a very small surplus has been identified.
- 6.25 The PSS report demonstrates that there is unlikely to be a demand for commercial floorspace in this specific location, as well as the general decline in demand for office space since 2020. Although the Haringey Workspace Planning Design Guidance does reference potential for employment uses in the areas, the case studies provided within the PSS report indicates current market pressures in end users for similar sites in the area. The proposed site frontage is also adjacent to two residential plots (Morant Place and the converted former Fishmongers Arms), so does not have the same active frontage of other parts of the High Road setting and is considered to be more appropriate for residential use. The PSS report has also advised that the supply of E Class properties within three miles of the application site far outstrips demand.
- 6.26 The ground floor of Blocks A and B would be the most suitable part of the site for commercial. However, in an effort to create a viable scheme and to provide better residential layout, the proposal has moved away from the costly basement development proposed at pre-application stage, which has resulted in more of the ground floor required for storage and plant use, further limiting potential for commercial use.
- 6.27 The combination of the viability challenges and constrained nature of the site along with the demand information for other similar sites in the area are considered to be sufficient justification for the loss of employment uses in this instance.

- 6.28 Overall, whilst the policy ambition to incorporate some employment use in a mixed use development has been an important consideration, the provision a wholly residential development on the site is considered to successfully counter balance the loss of employment use, subject to a financial contribution being secured for the loss of employment use on the site.
- 6.29 The Planning Obligations SPD states that where there is a loss of non-designated employment floorspace a financial contribution is required for use in promoting employment and adult education for Haringey residents. This equates to £30/sqm of lost employment floorspace. However, the usable floorspace for a use such as the existing storage and distribution does not directly equate to potential employment. A more appropriate assessment in this application is based on the existing full time equivalent (FTE) employment on the site, which in this instance is 8 employees. This should be multiplied by a figure of £2,800, which is highlighted in the SPD as a suitable figure for support and training contribution per lost job. As such, this would equate to a sum of $8 \times £2,800 = £22,400$. This has been agreed by the applicant and is recommended to be secured in a S106 as a financial obligation.
- 6.30 Accordingly, the loss of employment is considered to be acceptable on this occasion.

6.31 **Affordable Housing and Housing Mix**

National Policy

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

Regional Policy – London Plan

- 6.33 The London Plan Policy H4 also states that affordable housing should be provided on site or provided as a cash in-lieu contribution in exceptional circumstances. The London Plan goes on to set out that cash in lieu contributions can be used where on-site affordable housing delivery is not practical and the contribution will not be detrimental to the delivery of mixed and inclusive communities.
- 6.34 The Mayor of London's Affordable Housing and Viability (AHV) Supplementary Planning Guidance (SPG) states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate. It states that all schemes which

propose cash in lieu payments are required to provide a detailed viability assessment as part of the justification.

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

Local Policy

- 6.36 Policy SP2 of the Local Plan 2017 states that subject to viability, sites capable of delivering 10 homes or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms. Policy DM13 of the DM DPD 2017 reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the Local Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site, the availability of public subsidy, development viability; and other planning benefits that may be achieved.
- 6.37 Policy DM13 of the DM DPD 2017 states that off-site provision may be acceptable in the following exceptional circumstances, where a development can: secure a higher level of affordable housing on another site, secure a more inclusive and mixed community or better address priority housing needs.
- 6.38 The Mayor's Affordable Housing and Viability SPG acknowledges the reality that developers require a competitive return in order to proceed with a scheme and to secure finance where required. Viability reviews consider residual land value methodology to determine the underlying land value once the costs of the development (including developer's profit) are deducted from the gross development value.
- 6.39 Within planning viability assessments there are two assessments of land value that are undertaken to determine whether a proposal is viable: the assessment of residual land value and benchmark land value. The residual land value is determined through deducting development costs from development value to ascertain the underlying land value. This is then compared with the benchmark land value. The benchmark land value can be considered as the value below which a reasonable land owner is unlikely to release a site for redevelopment.

6.40 The NPPF's benchmark for viability appraisal is that it should *"take account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"*. The PPG is clear that *"in all cases, land or site value should: reflect policy requirements and planning obligations and, where applicable, any Community Infrastructure Levy charge."*

6.41 Viability assessments refer to profit as the agreed profit suitable for a site, given the specific circumstances. Surplus and deficit are referred to as what the applicant is expected to achieve in relation to that profit i.e. if there was a deficit of 1% on a profit of 20% then the developer would still anticipate achieving 19% profit. As referenced in the Mayor's Affordable Housing and Viability SPG an agreed profit is required to ensure that the proposal can be developed.

Viability review

6.42 In support of the planning application, a financial viability assessment by James. R. Brown (JRB) has been submitted by the applicant alongside supporting information. The report outlined that the development with 100% private housing would generate a deficit of £3,377,651 against the viability benchmark. This was based on a level of profit against costs of 22.5% and the applicant has submitted case studies to show why this should be the case.

6.43 The JRB assessment assumes a Benchmark Land Value of £2.53m based on their modelling that suggests that the site could be sold for approximately £2.3m and that the scheme would only achieve a profit of 3.39% on costs, equating to approximately £595,632. The assessment also assumes CIL and S106 financial obligations of up to £950,000 (Local CIL is estimated to be £842,212.80 and Mayoral CIL £221,800.80)

6.44 The JRB viability assessment has been independently reviewed by Carter Jonas, on behalf of the Local Planning Authority, who have questioned assumptions including build costs. Carter Jonas have suggested that a more reasonable profit of 17.5% is appropriate for this site. Their independent assessment of the JRB report also places a more pessimistic BLV of £1.28m (approximately half of that of JRB assessment) on the site. On this basis the assumption is that the site could provide a very modest surplus of 0.01% (£2,589), as shown in the table below. It should also be noted that CIL payments alone are anticipated to be above £950,000, which would further absorb the modest surplus.

	Scenario	Benchmark Land Value	Target Profit	Out turn Profit	Project Surplus / Deficit
JRB	36 units – all private	£2.53m	22.5% on costs (£3,976,283)	3.39% on costs (£598,632)	£3,377,651
Carter Jonas	36 units – all private	£1.28m	17.5% on value (£3,197,425)	17.51% on value (£3,200,014)	£2,589

- 6.45 Although significant adjustments to the JRB assessment have been made in the Carter Jonas response, including both the BLV and proposed scheme inputs, they concur that the proposed development is financially marginal, as demonstrated by the very small project surplus. This means that the proposal would not be able to provide any affordable housing on-site and no payment in-lieu.
- 6.46 A viability assessment has been independently reviewed and confirms that the development is unable to provide any affordable housing. This could be reviewed by way of an early and late stage review to assess whether any such housing, or a contribution towards affordable housing off-site, could be achieved in the future. However, the applicant has made a commercial offer to make a Payment in Lieu to the council to provide affordable housing in the sum of at least £250,000 to compensate for the removal of both Early and Late Stage Reviews. This is accepted as it gives more certainty to the Council and applicant and the contribution would be used to provide affordable homes within Haringey.
- 6.47 It should be noted that although the site would not provide affordable homes it would provide other benefits, not only from a high quality designed housing development, additional market housing and ecological and biodiversity improvements, but also from the agreed S106 obligations and Mayoral and Local CIL, which would go toward infrastructure improvements within the Borough and London as a whole.

Dwelling Mix

- 6.48 Policy H10 of the London Plan 2021 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of evidence of housing need, the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points and the mix of uses and range of tenures in the scheme. Strategic Policy SP2 of the Local Plan 2017 and Policy DM11 of the DM DPD 2017 adopts a similar approach.
- 6.49 Policy DM11 of the DM DPD 2017 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless

they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes. Individual site circumstances, including location, character and its surrounds, site constraints and scale of development should all be taken into consideration in determining the appropriate housing mix.

6.50 The overall proposed dwelling mix is set out in Table 01 and 02 below:

Table 01: Proposed housing mix

Unit Type	Total units	% of units	% of hab rooms
<i>1 bed/2p</i>	<i>21</i>	<i>58%</i>	<i>43%</i>
<i>2 bed/3p</i>	<i>5</i>	<i>14 %</i>	<i>15%</i>
<i>3 bed/4p</i>	<i>10</i>	<i>28 %</i>	<i>41%</i>

Table 02: Mix by block

Block A	8	1B/2P
	5	2B/3P and 2B/4P
	1	3B/4P
	14	
Block B	8	1B/2P
	4	3B/4P
	12	
Block C	5	1B/2P
	5	3B/4P
	10	
Scheme Total	36	

6.51 The proposed residential mix comprises 1, 2 and 3 bedroom units, reflecting the site's location within a highly accessible location. It therefore meets NPPF and Policy H10 of the London Plan 2021 requirements for new development to offer a range of housing choices, having regard to local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods and the need to deliver a range of unit sizes. The housing mix is considered to be acceptable.

Design and Appearance

- 6.52 Chapter 12 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.
- 6.53 Policy D3 of the London Plan 2021 emphasises the importance of high-quality design and seeks to optimise site capacity through a design-led approach. Policy D4 of the London Plan 2021 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers. It emphasises the use of the design review process to assess and inform design options early in the planning process.
- 6.54 Policy SP11 of the Local Plan 2017 requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.55 Policy DM1 of the DM DPD 2017 requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.56 Policy DM6 of the DM DPD 2017 expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieve a high standard of design, in accordance with Policy DM1 of the DM DPD 2017. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 6.57 Policy DM9 of the DM DPD 2017 states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.

Quality Review Panel]

- 6.58 The proposal was presented to Haringey's Quality Review Panel (QRP), on 24 March 2025. Overall, the scheme was welcomed by the QRP, who noted that it made significant improvements in repairing the urban fabric and the positive relationship with the former Fishmongers Arms and they praised the relationship with the High Road in repairing the urban fabric.

- 6.59 There were some suggestions regarding potential reconfiguration of commercial space, but this element is no longer part of the proposal. Questions were posed around creating an improved public realm in front of the proposed Block A but this is Highways land and not part of this proposal.
- 6.60 Further work was highlighted as being needed to address some issues related to:
- the layout of play areas in relation to parking, refuse and potential overshadowing;
 - review of internal layout and configuration, removal of basement; simple brick material palette;
 - potential ways of softening the relationship between the mews buildings and the road;
 - more architectural detailing and potential increased window openings; elaboration of the communal entrances; and
 - more accessible cycle stores.
- 6.61 All of these elements have been successfully addressed since the QRP took place, as detailed in the table below. The full QRP response can be found at Appendix 4.
- 6.62 The panel's comments and officers' comments in response are set out below:

QRP Comment	Officer Response
<i>The Haringey Quality Review Panel welcomes the site layout, height and massing, and building typologies, which are well considered and respond appropriately to the historic setting.</i>	General support for the overall proposal and relationship to the historic setting is noted.
<i>The conflicts between amenity, play, parking, and servicing on the ground plane are symptoms of the intensity of development and need to be resolved.</i>	These areas have been reviewed with officers. The overall density of development is considered acceptable. The basement has been removed, and a greater number of larger homes are now proposed, thus reducing the perception of over intensity.
<i>The panel supports the relationship with the conservation area but asks that long views of the church spires are protected as the scheme develops.</i>	The submitted proposal respects the surrounding conservation area and will retain the long views of the church spires.
<i>An alternative solution should be found for the children's play space, which is next to refuse and parking, and likely to be overshadowed.</i>	The scheme has been amended to respond to comments from the QRP and is reviewed favourably by officers. The amenity area has been enlarged to 209 sqm by the removal of two previously proposed accessible car parking spaces, but allows for flexible landscaping that

	<p>can be provided for more parking if required in the future. The refuse area will be screened from the play area. Daylight/sunlight assessments have confirmed that the amenity play area on Neville Place will receive a minimum of 4 hours of sunlight per day, according with BRE guidance.</p>
<p><i>Neville Place could be remodelled as a shared surface mews, the Blue Badge parking reduced and relocated, and the play space extended.</i></p>	<p>As referenced above, two r accessible car parking bays have been removed and this has allowed the proposed landscaped play area to be increased in size, whilst still providing flexibility to be amended in the future if needed. It is seen as positive that access along Neville Place will be retained for businesses, but bench seats and window box landscaping have been introduced to the ground floor elevations.</p>
<p><i>The highway land and the land in front of the former Fishmongers Arms should make a significant contribution to the high street setting and public realm greening.</i></p>	<p>The improvements to the frontage are noted. However, the highway land and the land in front of the former Fishmongers Arms are not within the site ownership and therefore cannot be considered in this assessment. The removal of materials stored in front of the site and repairing the street frontage which would be achieved in this scheme will be positive moves, however, in terms of the relationship with the public realm.</p>
<p><i>The project team should consider replacing the proposed mews flats with a terrace of mews houses on Neville Place. This would resolve many of the design issues and provide more suitable family housing than upper floor flats.</i></p>	<p>The applicant did not consider this to be appropriate on the grounds that the proposed mews housing is based on market advice from a local agent and the viability appraisal, but larger homes and a greater mix has been incorporated into the design. The mix of home sizes is considered to be acceptable and aligned with policy.</p>
<p><i>The panel suggests carrying out a detailed review to check that all rooms are of an appropriate size and shape to be usable, and that entrances are welcoming.</i></p>	<p>Further detailed design has improved the internal layouts and the room size areas generally, and they are considered to be in compliance with the London Plan standards. All of the proposed new homes will exceed minimum space standards.</p>
<p><i>The panel suggests that a community use, in the proposed wing adjoining the former Fishmongers Arms, would be more successful than a commercial space.</i></p>	<p>The removal of the basement area and the relocation of the cycle stores and plant to the ground floor have reduced the available floorspace for residential use. The introduction of a community use would further reduce the amount of housing that could be provided on</p>

	<p>the site and would also have implications in terms of ongoing management and maintenance. The application is supported by marketing evidence to show demand issues for such a space and a viability study that highlights the financial difficulties for delivering even a fully residential scheme in the current economic climate.</p>
<p><i>The success of the architecture will depend on the quality of the detailing and execution. A simple brick materials palette is recommended, with further articulation to create a distinctive external appearance, especially on the High Road elevations.</i></p>	<p>The proposed strategy uses a minimal material palette, making use of multi mix brickwork, contrasting brick colours and details and providing subtle changes of texture and colour across the development. The proposed material palette is influenced by the site's immediate context. A simple palette of two brick types is proposed across the three buildings. A contrasting darker brick would be used for the base of the building, which references the datum of the stucco render on the base of the Fishmongers Arms. Stacked soldier course brickwork details are proposed around the entrances to the blocks, giving them a contrasting appearance to the rest of the ground floor</p>
<p><i>The panel suggests that the basement is removed to reduce embodied carbon and encourage residents to use the bicycle store.</i></p>	<p>The basement has been removed, and the ground floor of Blocks A and B have been re-designed to accommodate cycle stores, plant spaces and residential accommodation.</p>
<p><i>The windows should be sized in relation to noise, daylight, resident quality of life, and the wider context, as well as overheating.</i></p>	<p>Detailed facade studies have been undertaken to demonstrate the window sizing rationale. The windows have been designed to maximise sunlight daylight levels but also reduce overheating risks. The typical window across the elevations for bedrooms and living rooms is 1350mm wide x 1650 high; this provides 2.2m² of glazing which is a generous proportion of glazing for typical residential rooms. A further study has also been prepared to show the glazing to wall ratio and how the ratios compare to the LETI energy targets. Window opening details have been amended to include a solid infill wall panel that sits below the glazed window opening, this gives the appearance of a larger window aperture on the facade elevation. Additional recessed blank window panels have been introduced to parts of the elevations where there are larger expanses of brickwork. Daylight and Sunlight Assessments have been</p>

	<p>carried out which confirm that the internal spaces are acceptable. Any larger glazed areas would create potential for overheating and were discouraged by LBH Carbon Management officers.</p>
<p>Site layout - <i>The panel supports the site layout, which will help to repair the urban fabric. The two mansion blocks fronting onto the High Road and a mews terrace on Neville Place are an appropriate solution for the site and could relate well to the existing context while also referring back to the historic building footprints. However, concerns were raised regarding the intensity of development and the proposals for amenity, play, parking and servicing.</i></p>	<p>The key changes made to the ground floor following the QRP comments are:</p> <ul style="list-style-type: none"> • The mews apartments front elevations, entrances and internal entrances have been amended to provide more generous spaces; • Two car parking bays have been removed and the play space/ amenity space increased and suitable railing and gated entrance are proposed in the landscaping; • A Highways Safety Audit has been undertaken and considered appropriate by Council's Transport officers; • The basement has been removed and the cycle store moved to the ground floor. A separate entrance and frontage to the cycle store facing the High Road has been introduced; • The cycle store has been moved and replaced with a ground floor wheelchair home; • The commercial unit has been removed. A new residential entrance lobby area has been relocated to the corner opposite Block A entrance; and • Cycle store in Block B has moved to the Neville Place frontage.
<p>Response to Heritage - <i>The panel supports the relationship that the scheme establishes with Trinity Gardens Conservation Area; and forms a positive response to the heritage setting of the high street and the locally listed Fishmongers Arms. It will be important to retain long views of the nearby church spires and the cupola of Trinity Primary Academy school.</i></p> <p><i>The panel is comfortable with the idea of moving the sign on the exterior of the Fishmongers Arms building so that it can be retained when this scheme abuts the flank wall, as long as it remains on the former pub building.</i></p>	<p>Additional visuals have been provided to better depict the relationship between the proposed site and Fishmongers Arms, as well as views into and out of the site, further giving confidence that this will sit comfortably in the existing setting.</p> <p>The intention remains to move the existing sign from the side wall and onto the front elevation and this will be discussed between the applicant and the owners of that building as part of the Party Wall Agreement.</p>

<p><i>Landscape</i> - The conflicts between servicing, amenity and parking needs have led to a compromised set of conditions on the ground plane, particularly for the children's play space. An alternative solution is required that will create a high-quality, green and sunny play space, with a place for parents to sit.</p>	<p>This is a compact site, but it is considered that the 209 sqm of communal amenity space in the form of play space and landscaping to the rear of Block A; and 190 sqm next to Block B are cleverly 'worked in' generous amenity that will successfully serve the residential development. The play space is proposed to be located within a safe and secure enclosed space, away from the road, and will be overlooked by residents and even with potential for up to three car parking bays would be suitably screened from the road / parking bays and would incorporate seating for parents. The development would provides significantly more playspace than the London Plan minimum requirement and is considered to be appropriate and convenient for residents. This would achieve sufficient levels of daylight and sunlight. The spaces would provide significant ecological and biodiversity improvements, particularly in what will likely be the less frequently used northern corner.</p>
<p><i>The Panel encourages consideration of whether Neville Place could be pedestrianised or shared surface; and a reduction in the number of Blue Badge parking bays. This would allow the play space to extend to Neville Place.</i></p>	<p>Neville Place will remain a working street and needs to remain functional for the existing businesses to the north. The proposed design and layout are considered to appropriately address this as an activated but continued functional space. The provision of a pedestrian footway and landscaping for the mews buildings is a significant improvement from the existing wall fronting these buildings. The proposed provision of flexible car parking provision and extension of the play area is in response to the comments to the Panel's comments. .</p>
<p><i>The highway land to the front of Block A could make a significant contribution to greening the high street, providing a suitable setting for the buildings, doorstep amenity, and green relief from the busy High Road. The highway land is also the only space on the site that would be sufficient for planting trees of stature, which will be important to provide shade and screening for residents.</i></p>	<p>The area in front of Block A is Highways land and not within the red-line site ownership. Highways are developing their own plans for utilising this space, which will likely create improvements beyond the existing, unauthorised storage of timber. Significant re-planting is proposed in the northern corner of the site to create a buffer to soften the appearance and create an improved visual appearance, as well as BNG and ecological enhancements.</p>
<p><i>Neville Place mews is dominated by</i></p>	<p>The thresholds have been softened with the</p>

<p><i>hard landscaping in the visualisations. The panel suggests finding ways to soften the threshold space in front of the homes so that it will feel safer, more human, and will allow residents the opportunity to take ownership of the space for gardening.</i></p>	<p>introduction of private bench seating located at the front of each mews apartment. The benches are flexible and allow to sit outside or personalise with plants should future residents so wish.</p>
<p><i>The panel also noted that a significant amount of space on the private terraces is consumed by the air source heat pumps and alternative locations should be considered.</i></p>	<p>The proposed energy strategy has been developed further by BWB Consulting. These have been relocated and are considered to provide a suitable sustainability response whilst maintaining usable private amenity spaces.</p>
<p>Quality of Accommodation - <i>The panel is concerned about the strategy of splitting the mews houses along Neville Place into flats. Ten flats with the larger family homes on the upper floors is overly complex.</i></p>	<p>The mews apartments have been cited as providing the most viable response to the site. Early preapplication designs considered including, houses but a local agent has advised the applicant that a mixture of apartments would be more viable. Key amendments have been made following the QRP comments, including:</p> <ul style="list-style-type: none"> • The ground floor entrance lobbies to the duplex apartments have been increased in size to allow for storage of bikes and prams etc upon entry. Feature windows have been added to the entrance lobby to allow light into the entrance and views out to the street. • Externally, small stone benches have been incorporated into the mews elevations that provide niche areas to sit outside of each house; the benches could also be used for planting areas allowing residents to personalise the front of their houses. • The mesh privacy screens have been removed from the front and rear elevations. The windows at first floor level have been reconfigured with an extra window added to the first floor main bedroom. The additional window adds further glazing to the front elevation. • Following the submission roof terrace screening has been increased to avoid overlooking to neighbours on Trinity Road.
<p><i>Seven houses could be cheaper to build, easier to market, and help the project team to provide affordable family homes. This solution would also mean that each house would deal with its own refuse, removing the need for the bin store at the end of the mews</i></p>	<p>Refer to response above.</p>

<i>next to the children's play space. The panel thinks that this alternative solution is worth exploring for its multiple commercial, design and planning benefits.</i>	
<i>Currently many of the homes are tightly planned, with little flexibility. The external massing, angled in response to the context, has led to unusual room shapes inside many of the flats. A detailed review of every home should be carried out to check that all rooms are of an appropriate size and shape to be usable.</i>	Angling of the built form has been addressed for more useable floor plan layouts and detailed floor plans have been provided to show how the internal areas would successfully be configured to work within these spaces. The flats are considered to provide useable floor plans.
Commercial space - <i>The panel recognises the planning policy to retain employment uses on the site but is concerned that the commercial space may not be attractive to a suitable tenant compatible with the residential setting and could lie empty. If this could provide space for a community use, then the panel recommends relocating the space to the southern part of the ground floor of Block A.</i>	The market appraisal report prepared by PSS Commercial confirmed that the supply of E class properties within three miles of the site far outstrips demand and reflected the general decline in demand for offices since 2020. The assessment concluded that new commercial floorspace was likely to be difficult to let. It is noted that the Panel also felt that a commercial space might not be occupied for a compatible use. The commercial unit in Block B has been removed. The ground floor entrance has been relocated to the corner of Block B, directly opposite the entrance to Block A. The scheme has a challenging viability position, and though a community use would benefit the area, it is not considered to be feasible on this occasion.
Architecture - <i>The proposed massing with angled corners could work well, but its success will depend on the quality of the execution and the panel has not yet seen enough details to comment.</i>	Further details have been provided as part of the planning application submission. Officers are satisfied that the indicative materials are acceptable and further detail will be required through condition.
<i>Details such as material junctions, rainwater pipes and soffits should also be considered, as these will make a significant difference to the quality of the completed buildings.</i>	This is noted and detailed consideration will be given to this at the detailed design stage; details will be secured by condition.
<i>Brick works well as the primary material and the panel welcomes the articulation of the soldier course around the building parapets.</i>	Further design work for the elevational treatment has taken place, as demonstrated by the application submission.

<p><i>The panel recommends further articulation of the front elevations of Blocks A and B to create buildings with appropriate stature and presence for the high street's historic setting. This could be achieved through increasing the floor to ceiling height of the ground floors, as well as through detailing and materials.</i></p>	<p>The floor to ceiling height at ground floor is 3375mm. The base of the building is proposed in a contrasting darker brick work that references the datum of the stucco render on the base of the Fishmongers Arms. The entrances have been updated with Block B entrance now moved to the south east corner. The entrances for both blocks are now adjacent to each other providing two distinctive entrances to both buildings. Stacked soldier course brickwork details are proposed around the entrances giving them a contrasting appearance to the rest of the ground floor. The recessed entrances will have 2700mm high entrance doors and generous lobbies providing open and welcoming entrance spaces. In order to further articulate the windows on the elevations a concrete panel below the cill level has been added. This provides further definition to the overall appearance of the window within the facade elevations. On the east and west façades where there are larger areas of brick facade blank recessed brick, panels have been introduced to provide further relief and articulation to the facade appearance.</p>
<p><i>The panel also recommends elaborating the entrances to create a sense of dignity and arrival. The proportions of the windows are small relative to the neighbouring existing buildings. The panel discourages the use of screens on the mews windows fronting Neville Place. The balconies could be more elegant, with the corner posts made slimmer or eliminated.</i></p>	<p>Entrance lobbies for Block A and B have increased glazing areas providing active frontages with bright and welcoming entrances. The privacy screens in the front elevation of the mews buildings (Block C) were removed and it was proposed that curtains or blinds would provide the necessary controlled privacy for the residents. Balcony columns are now reduced in size; the balustrade would be solid up to 800mm high to provide privacy screening at lower levels especially when seated.</p>
<p>Sustainability - <i>The proposed basement is an expensive and carbon intensive solution for bicycle storage and plant space. The panel asks for a whole life carbon assessment to be completed to inform the best possible solution.</i></p>	<p>The basement has now been removed and cycle and plant have been moved elsewhere within the development. Sufficient and acceptable carbon management information has been submitted with the application; subject to condition.</p>
<p><i>The panel suggests that having all bicycle storage on the ground floor will make access easier for residents, encouraging active and sustainable travel. Bicycle stores can also become</i></p>	<p>Cycle storage has been relocated to the ground floor. Plant and servicing is relocated to the west elevations facing Neville Place giving priority frontage to the west side ground floor facing the High Road.</p>

<i>a positive point of activation for the streetscape.</i>	
<i>The scheme's energy use intensity figures are unexpectedly high despite low U-values, which suggests that the proposed form factor could be causing heat loss. The panel advises further work to resolve and improve this. Passivhaus design should be considered.</i>	The applicant has confirmed that the form factor has been tested, and the results are included in the Design Response. These confirm that the form factor is within an acceptable range with an average form factor of 1.8. The EUI Energy Use Intensity has also been confirmed as 44kwh/m2/year
<i>The windows do not feel sufficiently generous for good resident quality of life, or to respond to the grandeur of the high street context. The window openings should be shaped in relation to noise and daylight assessments as well as overheating.</i>	There is a balance to be struck between design, achieving sufficient daylight/sunlight and heat optimisation. The windows have been carefully sized to provide adequate sunlight/daylight whilst minimising overheating. The windows have been amended with a lower infill panel added to the window opening. This is considered to be a suitable design feature to ensure breaking up of the façade whilst optimising functionality.
<i>The project team is encouraged to ensure that the sustainable drainage system, including permeable paving, are embedded in the landscape designs to improve the scheme's climate resilience.</i>	A sustainable drainage strategy has been submitted and is considered acceptable by officers.

Scale, Massing and Detailed Design

- 6.63 The existing timber merchant site contains single storey warehouse storage buildings and open storage. The buildings currently occupying the site have limited architectural merit nor any potential to be retrofitted for residential use. As such demolition of the existing buildings is considered acceptable if a more appropriate redevelopment of the site can be achieved.
- 6.64 The existing built form in the surrounding area is predominantly four storeys along this part of the High Road frontage, with a more conventional residential scale toward the rear of the site, including the residential terraces of Trinity Road running perpendicular to the High Road. In this existing context, Officers consider the staggered height of the proposed buildings fronting the High Road (Blocks A and B) would provide a suitable scale and massing. Officers agree with the QRP comments that the development would provide a suitable repairing to the urban fabric compared to the existing timber merchant use.

- 6.65 Officers also agree with the QRP comments that the proposed form provides desirable transition between the existing link of the former Fishmongers Arms public house on the southern boundary, and the existing massing of Morant Place along the northern site boundary. Design evolution and greater architectural detailing since the QRP comments is considered to be successful and would enhance this relationship further. The scale, height and massing of the proposed buildings on the High Road frontage are considered to be appropriate within the site's context. The layout, height and massing was also supported by the QRP.



Image 7 – Relationship between former Fishmonger Arms and Block A

- 6.66 Blocks A and B would be constructed in brick with a strong base, middle and roof level and inset balconies. The ground floor brickwork would have subtle changes in tone and vertical brick placement in parts to create an elegant distinction and emphasised base. The floor levels would not align with those of the existing neighbouring building of the former Fishmongers Arms due to the distinct public house design of that building but the massing and design details are considered to successfully integrate into that locally listed building.



Image 8 – Successful transition between former Fishmongers Arms and Block A and B

- 6.67 Window openings in both blocks A and B have been increased and amended following QRP comments. This has been done through the insertion of lower panels below the glazed part of the window, rather than increasing glazing, to avoid overheating of these rooms. This is considered to be an elegant and suitable design solution, which successfully balances façade composition, internal daylight and sunlight provision and overheating best practice.
- 6.68 The applicant has advised that every effort will be made, in discussion with the neighbouring property owner, to ensure that the existing historic signage on the side wall of the former Fishmongers Arms would be re-located higher up on the former public house building. The sign is outside of the application site so relocating it cannot be conditioned but an informative will advise that this is recommended. The applicant has confirmed that best endeavours will be taken to ensure such relocation and that this will be part of the Party Wall discussion with that neighbour, but ultimately the decision will be at the discretion of the neighbour.
- 6.69 The part two, part three storey height of the 'Mews Terrace', Block C, would be located behind the buildings A and B and is considered to be a suitable transition to the more residential setting of Trinity Road. The proposed roof profile would allow for roof terraced amenity areas between each of the upper floors, thus breaking up the massing at roof level.
- 6.70 The existing boundary treatment along the shared boundary with those rear gardens of Trinity Road is that of a high wall / fence, proposed to be replaced.

Public consultation comments suggest that there is a desire to retain this in part or throughout and the applicant has advised that they are happy to review this through Party Wall Agreement discussions with neighbours. Whether the proposed 2m height or higher, up to 3m, is proposed as the final height, the boundary treatment can be suitably addressed through condition to ensure it preserves amenity and safety whilst having suitable appearance.

- 6.71 First floor and roof level massing would be largely set back from the rear boundary, with the predominant massing being an angled element for the proposed stairs. The setting back has been deliberately designed to minimise the massing and to avoid appearing overbearing.
- 6.72 The rooftop amenity spaces would be screened with simple but elegant metallic railings by means of balustrade. These would have a lower height in the front elevation, but an amendment has been designed to increase their height along the rear elevation to avoid excessive overlooking to the properties in Trinity Road. The final home in this terrace would have higher screening around the side to avoid the same overlooking concerns to the gardens of nos.10 and 11 Trinity Road, which have gardens that extend beyond the front elevation of the proposed Block C. All of these railings would sit on dwarf walls, which will include planters and are considered to successfully integrate into the proposed design. These, as with all materials and boundary treatments, will require further details to be submitted through condition.
- 6.73 The windows in the front elevation of Block C have been amended to conventional openings rather than the angled design presented at pre-application discussions and to QRP. This amendment was in response to the QRP and Officer advice that such angled windows were not required, given that the opposite side of Neville Place is in commercial use. As with Blocks A and B, Block C would have a brick base with recessed metallic sheet roofs. The simple palette of materials is supported.
- 6.74 Block C would have independent street access and generous internal lobby areas. The massing of this terrace would be set back from the existing building line in order to create a pedestrian footway (pavement) to ensure a useable and inviting access to these homes. The frontage would replace the imposing wall abutting parking bays and would better activate this frontage. The street level is proposed to be enlivened further through the use of benches, integrated planting boxes, larger windows and window detailing and recesses, as well as inclusion of playful frames and canopy above the entrance door. These features are considered to successfully incorporate QRP and Officer advice and provide a much improved frontage in the context of the existing structures.
- 6.75 A commercial unit was previously proposed in the base of Block B (referenced in the QRP response), but this has since been removed to provide a further home, and additional storage areas for bikes and plant machinery. This is in part due to

an anticipated lack of demand for a commercial use and allows for the removal of the basements in Blocks A, which in turn 'unlocks' the potential to provide a residential development of high quality. The removal of the basement and provision of a street level bike storage area was suggested by Officers and QRP. These amendments are considered to provide significant improvements in terms of carbon reduction, layout and accessibility.

- 6.76 Pre-application proposals included substantial landscaping in front of Block A. However, Transport Officers have commented that although that area of land has been (and currently still is) used by the applicant for material storage, it is actually LBH Highways land and therefore outside of the applicant's ownership. It is unclear at this point how the Council's Highways department might progress the use or design of that area of land but the design of Block A has ensured that it can function without stymying future plans for that area.
- 6.77 The proposal would provide approximately 209 sqm of communal amenity space in the form of play space and landscaping, which would be sited behind Block A. There is potential for a further two car parking bays to be provided adjacent to this area if the need for those spaces arises, but this would still ensure suitable boundary treatment of the playspace / amenity area so that there would not be a conflict between the functional street and the amenity space. An additional landscaped area of approximately 190 sqm would be sited adjacent to Block B and along the northern boundary of Morant Place. This would provide more of a wild flower garden and likely used less for day to day amenity but would allow residents to enjoy that space, as well as providing significant urban greening, ecological and biodiversity benefits.
- 6.78 Overall, officers and the QRP agree that the proposed layout, scale and massing is appropriate for this site that would repair the urban fabric of the street and respond positively to the existing streetscene and surrounding area. Officers consider that the design detailing has successfully addressed the advice from QRP and that this is a desirable improved design and appearance for the site and wider area.
- 6.79 **Heritage and Conservation**
- 6.80 Paragraph 215 of the NPPF sets out 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.
- 6.81 Policy HC1 of the London Plan 2021 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail and places emphasis on integrating heritage considerations early on in the design process.

- 6.82 Policy SP12 of the Local Plan 2017 seeks to maintain the status and character of the borough's conservation areas. Policy DM6 of the DM DPD 2017 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

Legal Context

- 6.83 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'.
- 6.84 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.'
- 6.85 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.
- 6.86 The application site lies partially within the Trinity Gardens Conservation Area, adjacent to the locally listed building of the former Fishmongers Arms. The site also lies within the setting of several Grade II Listed buildings, including the trough to the front of the Fishmongers Arms, the Church of St Michael and All Angels, Trinity Primary School, Braemar Avenue Church. The locally listed Greek Orthodox Cathedral of St Mary is also within the site context.
- 6.87 The spires and cupolas of the buildings within Trinity Gardens (Church of St Michael and All Angels, Trinity Primary School, Braemar Avenue Church, and the Greek Orthodox Cathedral of St Mary) form an important part of the townscape, particularly around the gardens themselves. The spire of Church of St Michael and All Angels are notable landmarks along the High Street, particularly when approaching from the north. Therefore, the prominence of these features creates an important part of their significance of the Trinity Gardens Conservation Area.

- 6.88 The existing site is in use as a timber yard with a low subordinate set of buildings. However, the clutter stacked materials and racking associated with its use clutter the streetscene which is minorly detrimental to the setting of the Grade II listed water trough, the locally listed Fishmongers Arms and this part of the Conservation Area.



Image 9 – View of Greek Orthodox Cathedral of St Mary

- 6.89 The proposed development has been progressed significantly during the pre-application discussions and further refined at application stage. The building line has been designed to allow the former Fishmongers Arms to remain visible in views south along the High Road. The spire of the Grade II listed Church of St Michael and All Angels and the Former Fishmongers Arms landmark features would also retain prominence in this setting and remain identifiable markers of the beginning of the Trinity Gardens Conservation Area. Building heights have been amended to better align with the adjacent buildings, including the locally listed building, and this means the development sits comfortably within this setting.



Image 10 – Southward views from High Road

- 6.90 The viewpoints submitted in support of this application show that the proposed buildings would be visible from Trinity Gardens but would sit comfortably within that roofscape. Whilst these would sit above the existing 19th Century houses which line the open space, they would not obstruct any of the views of the existing listed buildings, nor are they large enough to be dominant additions and would maintain the ability to appreciate the spires and cupolas which mark the Conservation Area. The buildings would fit in with a pattern of existing larger buildings sitting on the edge and just outside of the Conservation Area.



Image 11 – Views from Trinity Road Gardens (no leaves on trees)

- 6.91 There are existing older blocks visible within this setting, but their most conspicuous characteristic is generally the poorly considered plant and rooftop additions. The parapet and plant on the proposed development have been holistically designed into the building form which would minimise their impact and provide a better roofscape than that of the existing buildings. Furthermore, a condition would restrict any telecommunications equipment on the roof and a communal antenna would also be required and detail of any plant required at roof level.

- 6.92 The massing of the buildings has been reduced and formed around providing a softer transition towards the locally listed former Fishmongers Arms, staggering height to align with a smaller 'link' element of that building. The geometries of the balconies and the different floor heights have been successfully designed through collaboration with Officers and taking into account QRP comments. These would provide a series of terraces set back to allow the locally listed buildings features to remain appreciable from the street and in medium range views. The sign from the Fishmongers Arms is shown as being relocated on the front elevation of that building, which is considered to be acceptable.
- 6.93 The high quality but simple architectural treatment of the development has been designed to avoid competition with the adjacent buildings and the approach outlined in the design and access statement is supported. High quality detailed design and materials will be ensured through the imposition of conditions.
- 6.94 The loss of the visual clutter to the street, removing the stacking and material stacks associated with the current use are welcomed in providing a beneficial impact to the locally listed Fishmongers Arms, Grade II listed Trough and to this section of the Conservation Area. The impact on views from further within the Trinity Gardens Conservation Area would cause some minor harm to its significance through the additional massing above the 19th Century buildings, however the impact of this additional taller massing would be mitigated through design interventions that would minimise visual clutter and the conspicuousness of this additional massing, ensuring it is a background element in views. Since the spires and cupolas remain important features of the roofscape, the proposal would have a neutral impact on the significance of Church of St Michael and All Angels, Trinity Primary School, Braemar Avenue Church and the Greek Orthodox Cathedral of St Mary.
- 6.95 Overall, considering and balancing all aspects of the scheme, the development would have a resultant neutral impact on the identified affected heritage assets and is supported by officers.

Residential Quality

Layout and living conditions

- 6.96 Policy D6 of the London Plan 2021 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Policy SP2 of the Local Plan 2017 and Policy DM12 of the DM DPD 2017 reinforce this approach at the local level.

Accessible Housing

- 6.97 Policy D7 of the London Plan 2021 and Policy SP2 of the Local Plan 2017 require that all housing units are built with a minimum of 10% wheelchair

accessible housing or be easily adaptable to be wheelchair accessible housing. All homes would benefit from level means of entrance.

- 6.98 Of the proposed 36 new homes within the scheme, 3 of them would be designed to comply with Part M4(3) (Wheelchair User Dwellings) of the building regulations, alongside the provision of a wheelchair accessible parking bay provided adjacent to the dwelling.
- 6.99 All proposed new homes would exceed housing standard area requirements and broadly adhere to Part M4(2) of the Building Regulations with all dwellings being adaptable where possible. Due to the constrained nature of the site and the proposed access strategy, the duplex apartments in Block C incorporate entrances that comply with Part M4 (1) but upper floor levels will meet Part M4(2) standards. The reason for non-compliance is that the duplexes in Block C contain an entrance at ground floor level but cannot reasonably accommodate a WC or living area at the main entrance level, so the homes do not fully achieve the Part M4(2) requirement. However, given the layout, it is not considered reasonable for this to be a requirement or to have a lift for these homes and this is considered acceptable given the other options for housing on site.
- 6.100 All of the proposed new homes would exceed minimum space standards. Of the 36 proposed new homes, 33 homes would be dual or triple aspect and none of the single aspect homes would be north or south facing. The small number of single aspect homes would be for 1b2p occupancy and served by recessed balconies. The Daylight/Sunlight Assessment has confirmed that the scheme would provide good levels of daylight/sunlight internally.
- 6.101 All proposed new homes would exceed minimum space standards. All new homes are considered to be well laid out, providing useable living spaces and sufficient internal storage space. The proposed angled layout of the massing of Blocks A and B would aid the provision of dual aspect homes. Likewise, for the layout of the mews apartments and maisonettes. All of the proposed homes would be served by private amenity space in the form of a balcony that meets the requirements of the Mayor's Housing SPG. Quality designed, policy compliant, usable Communal amenity and play space would also be provided on the site.
- 6.102 The QRP have commented on potential issues of usability of some of the flats, but the applicant has provided detailed floor plans that show how the amended layout will be better utilised for future residents' needs. The living areas are all open plan, largely due to the apartment form of housing and to best utilise the access to private amenity space and cross ventilation. These living areas are proposed to be served by conveniently placed windows which would mitigate potential conflicts of uses within this space, and officers consider that this is an acceptable layout for the typology of apartment living provided.

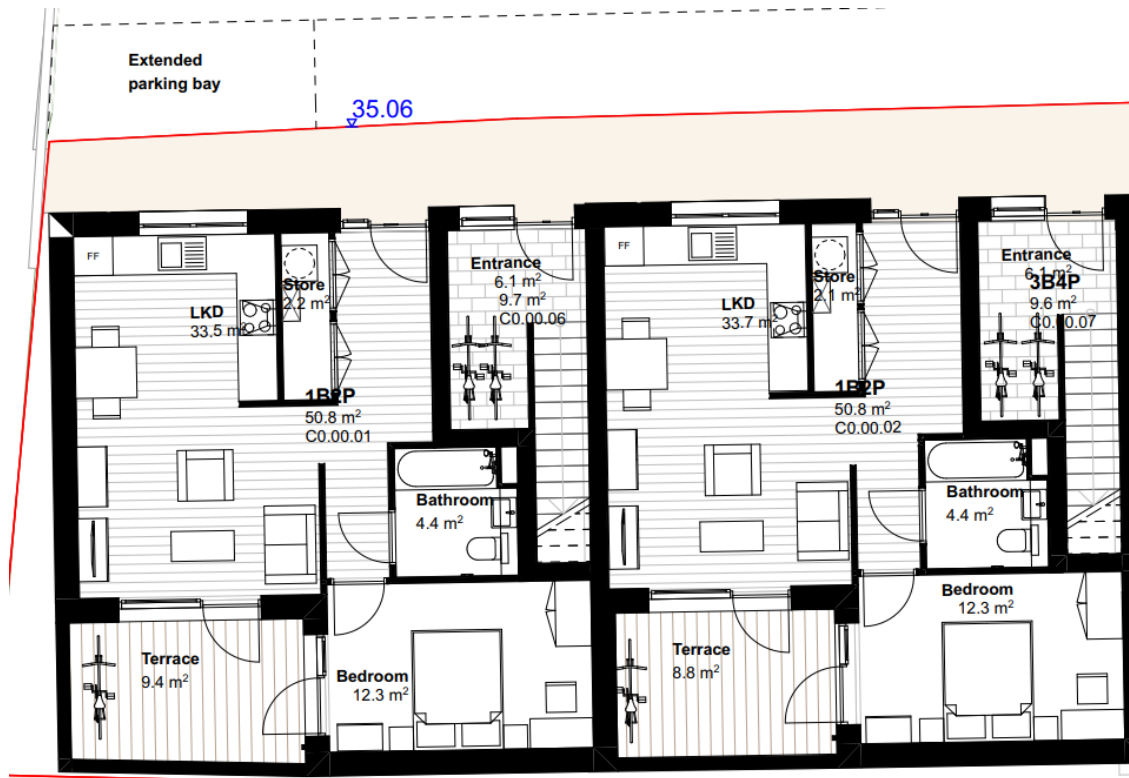


Image 12 – 'Mews Terrace' ground floor layout

Amenity and Play Space

- 6.103 Policy S4 of the London Plan 2021 requires residential development proposals to incorporate good-quality, accessible, safe play provision for all ages and at least 10 sqm per child.
- 6.104 Policy DM12 of the DM DPD 2017 requires new housing to be of high quality. Ground floor family housing should provide access to private garden/amenity space and family housing on upper floors should have access to a balcony and/or terrace, subject to acceptable amenity, privacy and design considerations, or to shared amenity space and children's play space.
- 6.105 The site is well served by larger playing spaces in the vicinity such as Trinity Gardens and Crescent Gardens, with Nightingale Gardens, Avenue Gardens and Woodside Park also in easy walking distance. The GLA play space calculator projects a child yield of 6.6, thus requiring 66.2sqm of play space. This would all be provided on-site and aimed at younger children who will not be able to independently go to the wider amenity spaces in the vicinity.

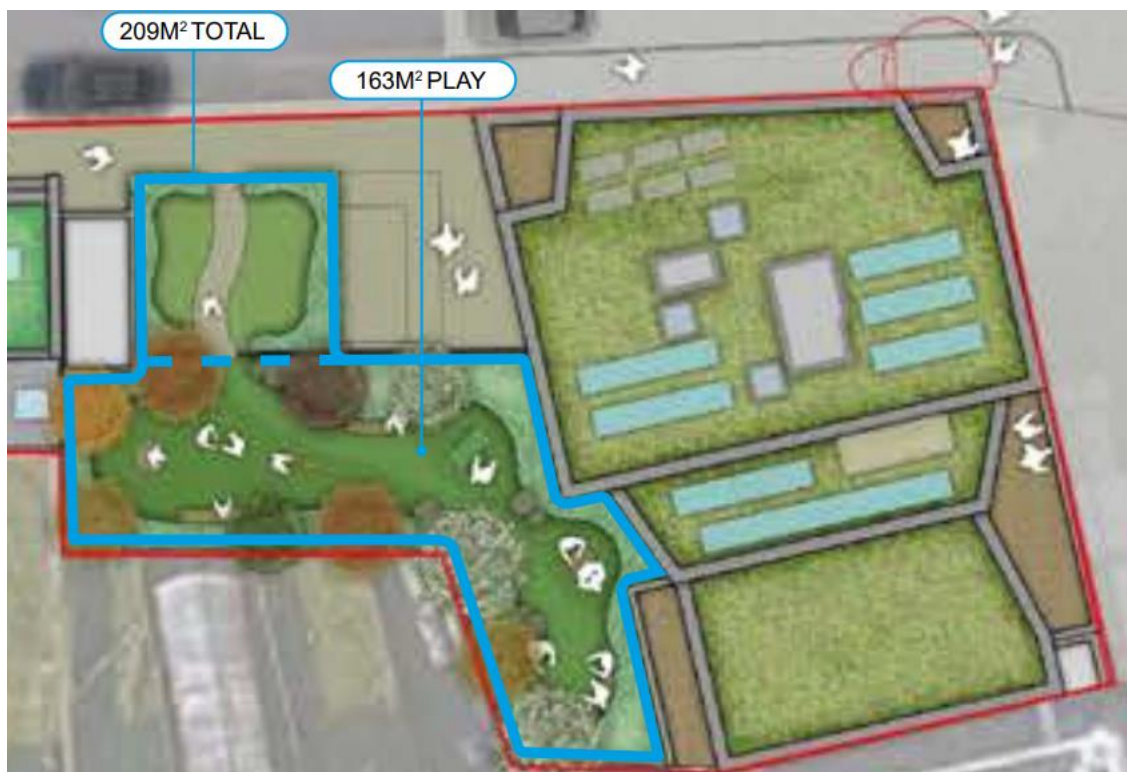


Image 13 – Amenity space behind Block A

- 6.106 The proposed main amenity space would be sited behind (west of) Block A and this would provide doorstep play equipment for all future residents, with an emphasis on play for younger children. This amenity space would be 209sqm in area, with a landscaped buffer between this space and the ground floor homes. The size is well in excess of minimum policy requirement but may be reduced to approximately 165sqm if the landscaped entrance is required to be utilised for further accessible car parking bays. Any such change would need to ensure a safe access point to the amenity space closer to the rear elevation of Block A. Alternative designs for this potential arrangement would be required through condition and S106 obligations. In either scenario the minimum policy playspace requirement of 66.2sqm would be comfortably achieved and exceeded.
- 6.107 The amenity strategy has been designed to ensure that the area closest to the rear gardens of Trinity Road and the rear of the ground floor flat in Block B would be more of a quiet reflection area. The play equipment for younger children would be in the less noise sensitive areas closer to Neville Place. The applicant has been advised that the low level natural play equipment should be combined with more traditional swing / slide / climbing frame type equipment as well, but details of such equipment would be finalised through landscape detail, a requirement imposed by a condition.
- 6.108 A British Research Establishment (BRE) assessment has been submitted in support of the application, showing that this amenity space would receive good

levels of sunlight and daylight and allaying QRP fears that this would be too dark and overshadowed. The space would be bounded with suitable railings, which would provide secure space without feeling too enclosed. This amenity area is in close proximity to the car parking bay to be provided from the outset and a potential further two parking bays. However, this is considered to have minimal vehicle movements and would be suitably laid out to avoid conflict between the parking and play uses.

- 6.109 Overall, this main amenity space is considered to provide good quality amenity for all future residents, including suitably integrated and inclusive play for children, whilst responding to concerns from residents and being sympathetic to future residents within the site. The amenity space will exceed the requirements of the GLA play space calculator.
- 6.110 An additional landscaped area would be sited adjacent to Block B, along the northern boundary of Morant Place and would be accessible to all residents. This would be approximately 190sqm in size, and is anticipated to be more of a rich landscaped area providing a pleasant setting and visual amenity. This would provide significant ecology and urban greening and provide significant biodiversity improvements. The area would also incorporate railings of a sympathetic design, and would have passive surveillance from windows opening onto the area.
- 6.111 Overall, the amenity spaces are considered to be well designed and to provide a good balance between use by future residents and ecological and biodiversity enhancements. The proposed amenity spaces would have adequate levels of sunlight and the scheme would meet BRE guidance for amenity spaces.

Impact on Amenity of Adjoining Residents

- 6.112 Policy D3 of the London Plan 2021 requires that proposals deliver appropriate outlook, privacy and amenity. Policy DM1 of the DM DPD 2017 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. Proposals should provide appropriate sunlight, daylight and open aspects to all parts of the development and adjacent buildings and land.
- 6.113 Proposals should avoid giving rise to overlooking and loss of privacy that would be detrimental to the amenity of neighbouring residents and should address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.
- 6.114 The scale, mass and siting of the proposed development are of particular importance given the proximity to the residential dwellings in Morant Place, High Road residents in the former Fishmongers Arms and the terrace of housing along Trinity Road, which the proposed mews development (Block C) would 'back' on

to. Dogan Terrace is referenced in the assessment, which is the first part of the Trinity Road terrace toward the High Road end.

General relationship and overbearing impact

- 6.115 The staggered footprint of Block B, the angle of the proposed / existing buildings and the setting off from the boundary from Morant Place would minimise any oppressive impact of the development on the nearest windows in the front elevation of that building and avoids direct overlooking. The front and rear elevation of Block A would align with the link block of the former Fishmongers Arms so would be sympathetic to these neighbours.
- 6.116 There are existing buildings and structures to the rear of the existing timber yard which would be demolished prior to the construction of Block C. The existing height along the rear boundary adjacent to the rear gardens of Trinity Road is approximately between 5m and 5.5m. The proposed massing along this boundary would be staggered, ranging from approximately 2.4m to approximately 4.3m at first floor. The angled second floor roof, accommodating the stairwell for the proposed duplex flats, would have widths of approximately 2.8m, eaves heights of approximately 6.6m and maximum height of 9.2m, with the maximum height set in from the rear boundary by approximately 2.7m.

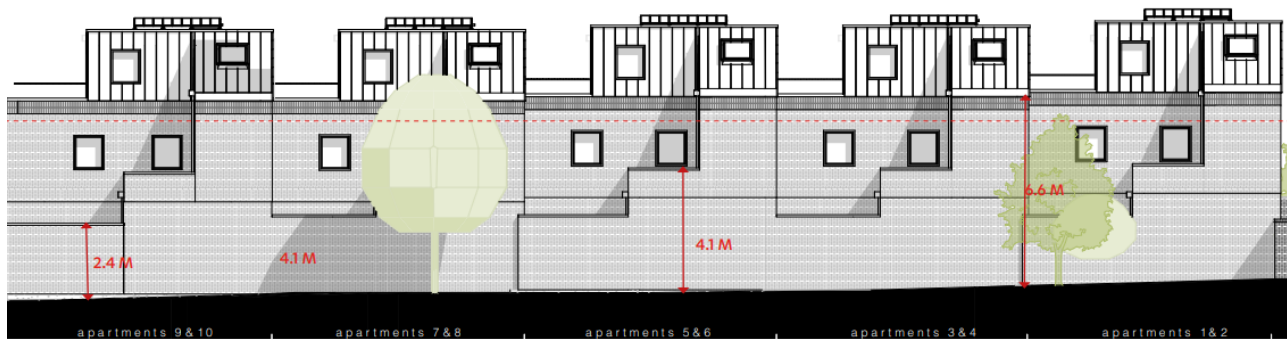


Image 14 - Block C – staggered massing

- 6.117 The stairwells for each upper floor duplex home for proposed Block C, would create some additional height above the existing boundary treatment along the rear gardens of Trinity Road. However, these would only be approximately 1.5m higher than the existing boundary heights and be just 2.8m wide. The gap between each of these stairwell elements would be approximately 6.2m and within those gaps the lower ground floor heights are less than the existing boundary treatment. The staggered heights along this boundary, as opposed to the continuous height of existing is considered to be a sympathetic approach to addressing these neighbours and would not have a significantly overbearing or oppressive relationship with them.

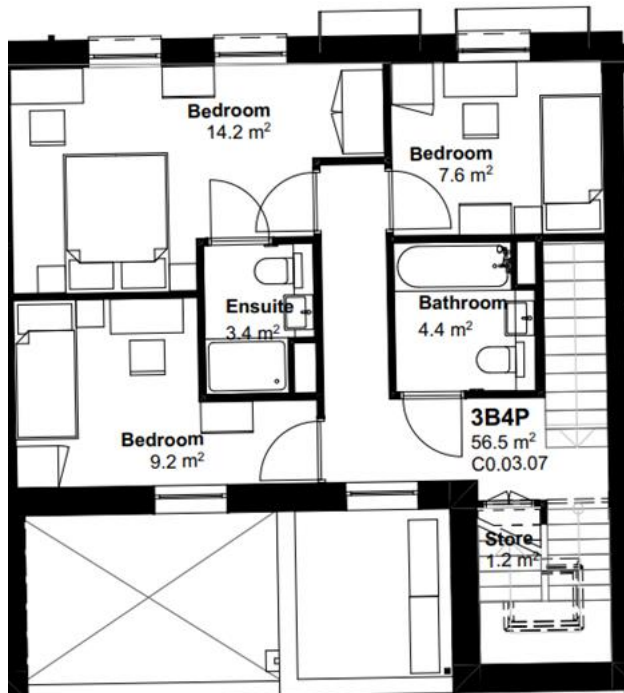


Image 15 – Block C - first floor layout

6.118 All rear windows in the main rear elevations of 1-9 Trinity Road are at least 15 metres or more from the first floor of the proposed mews.

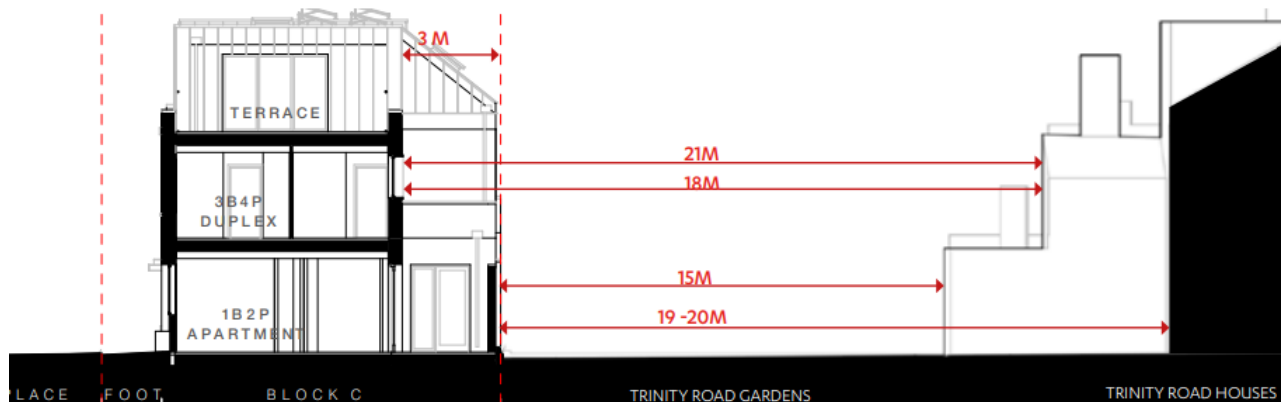


Image 16 – Separation between Block C and existing homes on Trinity Road

6.119 The rear gardens in the eastern end of the terrace (1-5 Dogan Terrace) are shorter than those of 1-9 Trinity Road but the area to the rear of these gardens is proposed as the main communal amenity space rather than for building development. The height of the boundary wall would be less than that of the existing, so would be an improvement in this regard. However, whilst there are clear benefits in reducing the massing in relation to the Dogan Terrace dwellings, issues of safety and noise have been raised and are considered in more detail in the amenity section.

- 6.120 The applicant has advised that they are willing to address boundary treatment with neighbours through party wall agreements and that they are open to confirming the height through that consultation. A condition has been imposed which would require that the heights of the boundary treatment would be confirmed prior to commencement of development. If these are requested to be slightly higher than the proposed through that process, but no higher than 3m, which is lower than the existing, then the impact on these neighbours will be no worse than existing. If they are to be lower than the existing, then suitable design and landscaping would be required to ensure that security and amenity will be maintained. It is considered that such flexibility can be considered within the imposed condition.
- 6.121 Overall, it is considered that the proposed massing has been designed to be considerate to the adjacent neighbours and would not create a material sense of enclosure or an overbearing impact on existing surrounding and adjacent residents.

Daylight and sunlight impact

- 6.122 In support of the planning application, a BRE Daylight and Sunlight Analysis by BWB has been submitted. The report provides an assessment of the potential impact of the development on daylight and sunlight levels / conditions on neighbouring existing buildings and their respective existing amenity spaces against guidelines within the Building Research Establishments (BRE) 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' 2022 edition.
- 6.123 The submitted report assesses the development against the BRE methodologies relating to daylight. The Vertical Sky Component (VSC) is assessed, which is a measurement of the percentage of illuminance that a point can receive from an overcast sky as a percentage of that received at unobstructed horizontal locations. In simple terms, how much of the sky that can be seen for a given point.
- 6.124 Annual probable sunlight hours and winter probable sunlight hours, also referred to as APSH and WPSH, are also used for the assessment of impact on neighbouring buildings by a proposed development. APSH and WPSH are a measure of probable direct sunlight to a window or surface and therefore are only relevant to windows within 90 degrees of south for buildings in the northern hemisphere.
- 6.125 The site is located within an urbanised area within London, where existing results for daylight and sunlight are already lower than would be found in more suburban areas. This means that a number of windows to neighbouring property already have less than 27% VSC levels as existing.

- 6.126 The results are generally in keeping with BRE guidance and where there are shortcomings these are considered to be justified. Eighteen (18) out of 20 windows in Dogan Terrace, Trinity Road achieve BRE guidance recommended levels. Where these do not comply, they are mainly to windows that have existing low levels and the loss is only just below the 80% guideline. These are considered to be low or very low impacts on the overall levels of daylight to these properties. The remainder of Trinity Road and those windows assessed in High Road, would achieve guidance levels or above for 100% of windows.
- 6.127 Neville Place has more instances where the proposed levels of daylight compared to existing levels are below 80%, but these are still generally upwards of 75% of existing, so only just below guidance. It should be noted that these are non-residential windows and therefore are much less sensitive.
- 6.128 For the purposes of sunlight assessment, the properties on Trinity Road are north facing so do not contain windows that are facing the proposed development within 90° of due south, the sunlight assessment is therefore not applicable to them. Impacts on High Road buildings and Morant Place are considered to be negligible and losses that are not considered to be material in an urban setting.

Overshadowing

- 6.129 The BRE Guidelines suggest that the Spring Equinox (21 March) is a suitable date for the assessment to be undertaken as this is the midpoint of the sun's position throughout the year. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not. *'[...] It is recommended that for it [an amenity space] to appear adequately sunlit throughout the year at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable [...]'.* The applicant has undertaken a Sun Hours on Ground (SHOG) method of overshadowing assessment in this regard.
- 6.130 Many of the properties in Trinity Road, including Dorgan Terrace, already experience levels of overshadowing below BRE guidance due to the orientation of their own buildings and existing structures in relation to their gardens. The two mainly impacted gardens would be those at nos.10 and 11 who have gardens that extend beyond the side / front elevation of the proposed mews development (Block C). The impact is generally considered to be minimal as the gardens already receive limited sunlight to gardens due to existing structures and vegetation, and the reduction would be marginal and not significantly worsen the existing situation.

- 6.131 The vast majority of the assessed gardens and amenity spaces fully adhere to the BRE guidelines and will continue to receive adequate sunlight on the 21st of March and those that are impacted are considered to have a negligible impact beyond the existing levels. As such the impact on overshadowing is considered to be acceptable.

Privacy / Overlooking

- 6.132 The existing rear boundary treatment is a blank fence / wall, so the introduction of any new windows in the proposed rear elevation of Block C, facing onto this boundary could have an overlooking impact. A ground floor rear boundary for the small courtyard amenity spaces of the ground floor flats is proposed to be over 2m high, which is considered to ensure adequate privacy for existing and future residents.
- 6.133 Rear windows are proposed at first floor level in the set-back part of the rear elevation of Block C, which are approximately 2.7m set back from the rear boundary line. These would serve first floor bedrooms for the proposed upper floor duplex flats. The separation distance between existing rear windows in Trinity Road, which are generally over 15m at least, would be sufficient to ensure that there are no material levels of overlooking into these neighbours' windows.
- 6.134 Concerns have been raised by residents regarding the potential for overlooking of their gardens from these first floor windows, as well as from second floor rear windows and roof terraces. However, it is important to note that these gardens, as with most gardens in urban settings, are already overlooked by existing neighbours.
- 6.135 The proposed set back of 2.7m of the first floor level rear windows of Block C would from the rear boundary is considered to be suitable mitigation. Furthermore, the proposed windows would be set relatively high above floor level with approximately 1.5m cill height to help establish privacy for the future residents, which would also help mitigate views out. The floor plans show that the siting of the windows would be within the main entrance route to these bedrooms, so would be unlikely to be utilised for furniture, thus making these more transitional spaces and minimising likelihood of rooms arranged to look directly onto existing rear gardens. As such it is considered that although there would be some additional overlooking of gardens these are already overlooked spaces, and the additional impact would not have a significant impact on amenity enjoyed by those neighbours, especially when considered in the existing context of overlooked gardens.
- 6.136 The proposed second floor level habitable windows would also be set back 2.7m from the rear boundary. These windows would provide a tertiary aspect to the main living areas of the duplex apartments and are unlikely to create significant overlooking, providing more of an aspect for light and ventilation. However, the

applicant has agreed to install obscure glazing into these windows given that concerns have been raised and that these living areas would already have preferable aspects with clear glazing. A condition is recommended to secure such mitigation.

- 6.137 The roof terraces have been amended to introduce higher screening along the southern boundary, onto Trinity Road. These would also have planting beds adjacent to the screens to further mitigate any impact of the terraces. The end terrace screening has been amended to have higher screening to the rear and side, to avoid any overlooking of the rear gardens of nos. 10 and 11 Trinity Road, which extend northwards of the site.



Image 17 – CGI proposed view of Block C from rear garden of no.10 Trinity Road

- 6.138 The opposite, northern side, of Neville Place is occupied by commercial units at ground and first floors. The distance between the front elevation of that commercial parade and the proposed mews buildings would be approximately 9 metres across the vehicle access route. The commercial nature of these neighbours is less sensitive than residential neighbours, and these are not considered as habitable rooms. During the pre-application process, the applicant proposed angled and screened windows in this elevation which would face on to public realm, but these were discouraged by QRP who suggested that internal blinds / curtains could be installed by future residents if they so choose. In the circumstances it is considered that no formal design mitigation is necessary, and residents may decide to install curtains/blinds if they so wish.
- 6.139 The rear balconies in Blocks A and B have been sited away from the boundary with Trinity Road and designed to avoid any material levels of overlooking of any

existing neighbours. Upper floor windows in the southern corner of Block A have been amended to minimise the potential for overlooking of any windows in the Dogan Terrace part of Trinity Road. Likewise, windows in the northern elevation of Block B have been revised to ensure that there would be no significant overlooking of the immediate neighbours in Morant Place.

- 6.140 Overall, it is accepted that there would be some potential for overlooking, but the impact is not considered to be material, especially not for an urban setting. Amendments have also meant that the worst potential instances for overlooking have been attenuated to reduce risk or perception of risk of loss of privacy.

Noise and disturbance

- 6.141 Public consultation has highlighted concerns from neighbours, particularly in the Dogan Terrace part of Trinity Road, regarding noise from the development onto these gardens. The comments have highlighted that although there is an existing employment use on the site, the noise associated with it is not significant and is focussed in the day time rather than evenings and weekends. However, it should be noted that any future commercial use could be significantly noisier, albeit activity would generally still be within the daytime and during the week.
- 6.142 The most noise creation would likely be from the use of the child play space and amenity space behind Block A. As mentioned above, the applicant is willing to review the height of the boundary treatment if the proposed 2.2m height is perceived as being too low and the design would be determined through the imposition of condition details. Any potential increase in height would be required to be no higher than the existing boundary height. However, it is considered that even at the 2.2m height, amenity and security could be preserved through landscaping and design solutions.
- 6.143 The main play equipment would be located away from the most sensitive southern boundary with Dogan Terrace, thus partially mitigating the impact. The play area itself is not likely to be heavily used nor used extensively in evenings; the equipment is aimed towards younger children. Although there may be some use at weekends, this amenity space is not likely to be significantly noisy to materially impact amenity of adjacent neighbours. Overall, the 'active' amenity space is located within the proposed development and is likely to mainly serve the residents of the proposal. Officers conclude that the impact of noise on existing residents is not considered to be significant following completed development.

Transportation and Parking

- 6.144 Paragraph 115 of the NPPF makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other

transport elements reflects national guidance (including the National Design Guide).

- 6.145 Policy T1 of the London Plan 2021 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 of the London Plan 2021 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 of the London Plan 2021 set out car parking standards.
- 6.146 Other key relevant London Plan policies include Policy T2 – which sets out a ‘healthy streets’ approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and Servicing Plans.
- 6.147 Policy SP7 of the Local Plan 2017 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31 and DM32 of the DM DPD 2017.
- 6.148 Policy DM32 of the DM DPD 2017 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people, and parking is designated for occupiers of developments specified as ‘car capped’.

Location and access

- 6.149 The site has a Public Transport Accessibility Level (PTAL) of 6a, which is considered to be an ‘Excellent’ level of public transport coverage. It is located to the western side of the Wood Green High Road, in between the junctions with Trinity Road and Neville Place. The existing vehicle access is via Neville Place.
- 6.150 The site is at the southern boundary of the Bounds Green East CPZ (Monday to Friday, 11.00 to 13.00) and close to the northern boundary of the Wood Green Outer CPZ (Monday to Saturday, 0800 to 1830). Neville Place includes parking bays used for ‘pay and display’ between the hours of 8am to 6:30pm through Monday to Saturday. A private car parking area for the business is on the northern side of Neville Place, in the area of the site that would house Block B.

Trip Generation

- 6.151 The Transport Assessment submitted in support of this application includes an assessment of trip generation for the residential redevelopment. This predicts a total of 135 inbound and 137 outbound person trips a day.
- 6.152 A comparison has been made with a similar trip generation exercise for the existing land use, and this details that in the peaks combined, there will be 21 more inbound trips and 19 more outbound trips. This represents a slight increase in trip generation numbers, however there would be far fewer vehicle trips on the network overall given the car free nature of this residential development compared against the vehicle trips generated by the timber yard.
- 6.153 This assessment has been reviewed by LBH Transportation Officers who confirm that the person trips generated in the AM and PM peaks have an acceptable impact in highway and public transport capacity terms.

Car parking

- 6.154 This application is proposed as 'car free' and 'permit free', with one off street blue badge bay included from the outset with potential for two additional bays to be provided if required in the future, by converting a landscaped strip adjacent to the proposed bay.
- 6.155 The car free proposal is welcomed given the site's location and excellent PTAL value of 6A, which would comply with Policy DM32 of the DM DPD 2017. The applicant will need to enter into the appropriate Planning Agreement to do so and meet the Council's costs of £4,000 to amend the traffic order. The arrangement for future provision of the two potential car parking bays in the future will require detailed plans and confirmation that this will be paid for by the applicant, which will also be included in the S106.
- 6.156 A Car Parking Stress Survey has been submitted in support of the application. The overnight survey (on two nights) included within that report recorded a highest parking stress within the 200m walk distance of 51%, with 129 spaces occupied of the 253 within the survey area. For the second night the stresses were slightly lower at 49%. This is generally the busiest and indicates considerable spare capacity in the survey area, suggesting there is significant space availability.
- 6.157 A daytime survey (11.00 to 13.00, which is within CPZ operational hours) was also carried out for existing parking demands within Neville Place. This recorded a maximum occupancy at 7 cars, and averaged out at 6 cars, a stress of 55% for the 11 spaces within Neville Place during CPZ operational hours.
- 6.158 In both scenarios there was significant spare parking capacity available. Even given the limitations of the CPZ within the area the modest increase in parking

that may occur could be easily absorbed within the existing capacity and there not be significant impacts resulting from additional on street demand.

- 6.159 The applicant proposes provision of the single blue badge bay at first, with the ability to provide two more if demands arise and occupiers' request it. The proposed development would be thus complying with the 10% requirement for accessible parking provision. The accessible bay proposed from the outset would require provision of an Electric Vehicle charging (EV) point, and the potential further bays would require infrastructure to be installed with potential provision as and when required.

Access arrangements

- 6.160 Blocks A and B fronting the High Road would be accessed from the High Road, and the houses/mews component directly from Neville Place. Refuse collection and delivery/service access is intended to be from Neville Place, as would vehicular access to the blue badge car parking for the accessible home(s).
- 6.161 An existing 'pay and display' parking bay within Neville Place would be removed to facilitate the provision of the proposed and potential future accessible car parking bay(s). The access and usability of that bay(s) have been subject to a Stage 1 Safety Audit, which concluded that intervisibility between vehicles and pedestrians would be acceptable and provide safe parking arrangements.
- 6.162 A S278 agreement would be required to arrive at the future highway arrangements for this development, which includes the amendments to Neville Place (removal of a single CPZ bay, long dropped kerb and double yellow lines for the blue bay access, the turning head behind Block B, and associated streetscape changes/improvements for the hardstanding highway area to the front of Block A).

Cycle parking

- 6.163 The applicant proposes a total of 72 cycle parking spaces throughout the development. These would be predominantly located within ground floor internal stores accessed off of Neville Place for Blocks A and B, utilising a mix of two tier and Sheffield stands. These stores would provide 26 and 31 spaces respectively, as well as provision for suitable larger parking spaces. Internal cycle storage of either 1 or 2 cycles are proposed for Block C homes, and these are considered to provide easily acceptable and convenient storage for future residents.
- 6.164 Two visitor cycle parking spaces are proposed to be located internally within the main stores, but these should generally be provided externally for ease of access for non-residents. It is considered that these can be provided within the site, and a condition would require that they be external, as part of the wider cycle parking requirement. The condition would require that all cycle parking adhere with both

the manufacturer's installation specifications and the London Cycle Design Standards as produced by TfL.



Image 18 – Cycle store locations

Delivery and servicing arrangement

6.165 The majority of delivery and servicing activity would take place on Neville Place making use of the double yellow lines. The turning head behind Block B would enable forward gear access into and out of Neville Place. The area of highway that is the hard standing to the front of Block A is also intended for refuse vehicles to dwell for collections from Blocks A and B.

6.166 On Neville Place there are two CPZ bays at the location of the yellow lines that would be in place to the immediate east of the proposed blue badge parking bay(s), so dwelling at that location may obstruct the highway. There are also double yellow lines on the High Road adjacent to the development component fronting the High Road, and the hardstanding area of highway to the frontage of Block A. More detail is required on the proposed location for deliveries to the proposed dwellings but all is considered to be reasonably accommodated, and these details could be finalised in a Delivery and Servicing Plan secured through condition.

Travel Plan

6.167 A detailed draft of a travel plan has been provided in support of this application, which is considered acceptable at this stage. Further mode share targets have

been included, which are for 5 percent increases in mode share for walking and cycling by year 5 survey, to be reviewed in the initial occupancy survey. The applicant would be required to pay a monitoring fee for officers to review and engage with the Travel Plan co-ordinator over the life of the Travel Plan which would be £3,000 per year the travel plan is active (assumed 5 years), which would be secured through S106 obligation.

Car club

- 6.168 The car-free nature of this development means that the developer would be required to provide a car club facility for this development. This would be secured through S106 obligation, which would require 'best endeavours' to obtain written recommendations from an appropriate car club provider for this development and to implement them accordingly, with potential for a specified bay within the vicinity of the site. The obligation would also include memberships for three years plus a driving credit for each new home.

Demolition and Construction phases

- 6.169 A draft Construction Logistics Plan has been included within the application, which provides a reassuring template for the full pre commencement draft of a DCLP (Demolition and Construction Logistics Plan) that will be required.
- 6.170 The draft includes useful information such as the 90 weeks works duration, estimates of vehicle arrivals and departures (between 9 and 23 per day), confirmation that no plant or materials would be stored on the public highway and the use of traffic marshalls to oversee all vehicle activity. There is also commentary on the proposed temporary loading bay arrangements on the public highway with two bays proposed, one in the hardstanding to Block A, the other on Neville Place that would necessitate suspending two CPZ bays.
- 6.171 The final document would be required to expand on the draft and include full details of the agreed temporary suspension and loading bay regime, as agreed with Haringey's Network Management officers, and confirm that all arrivals and departures would be contained to between 0930 and 1500. Details of the numbers of banksmen and their oversight regime would also be required to demonstrate how there would be full supervision of both construction vehicles and highway users as manoeuvres and access/egress is made.
- 6.172 The DCLP would be secured through condition, with the monitoring fee secured through a S106 obligation

Transportation contribution

- 6.173 The Council is currently progressing designs for a junction improvement scheme at the junction of White Hart Lane and Trinity Road, to the immediate south of

this site. This scheme will include measures to improve facility and safety for pedestrians and cyclists and improve connectivity to cross the High Road and allow for easier journeys east/west to and from the development. The junction will be signalised to manage vehicle movements through the junction, and formal pedestrian crossings along with advanced stop lines for cyclists and improved footway and tactile crossings will be implemented.

- 6.174 This will be of direct benefit to this scheme and the future occupiers. Accordingly, the applicant has agreed to a financial contribution of £80,000 towards the design and implementation costs.

Summary of Transportation

- 6.175 The site is well located for local shops and services and has excellent public transport accessibility. Cycle parking is acceptable as are delivery and servicing arrangements and the draft CLP. All of these matters would be secured through condition.
- 6.176 An amendment to the TMO would be required to secure this scheme as car free, at the cost of £4,000 to the applicant. Travel plan, CLP monitoring, car club provision and highway improvements would be required through S106 obligations.

Energy, Climate Change and Sustainability

- 6.177 Policy SI2 of the London Plan 2021 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen). It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon).
- 6.178 Policy SI4 of the London Plan 2021 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.179 Policy SP4 of the Local Plan 2017 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2021 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. Policy DM21 of the DM DPD 2017 requires developments to demonstrate sustainable design, layout, and construction techniques.

Energy

- 6.180 The overall predicted reduction in CO2 emissions for the development shows an improvement of approximately 77% in carbon emissions with SAP10.2 carbon factors, from the baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 26.7 tonnes of CO2 from a baseline of 34.5 tCO2/year.
- 6.181 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2021 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to be followed to achieve a 'Zero Carbon' Standard targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.
- 6.182 'Be Lean' refers to ways that new developments can minimise energy consumption. The applicant has proposed a saving of 10 tCO2 in carbon emissions (29%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2, so this is supported.
- 6.183 'Be Clean' refers to how developments can use clean energy sources in their built form. The site is not within a reasonable distance of a proposed Decentralised Energy Network (DEN), so cannot provide 'clean' solutions in this regard.
- 6.184 'Be Green' refers to the green energy sources that can be incorporated into new development. All new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. The proposed design includes communal air source heat pumps for Blocks A and B, and individual air source heat pumps for Block C. The proposal would provide a 49% saving in this regard, which goes beyond the minimum reductions. This is considered to an appropriate proposal.
- 6.185 'Be Seen' refers to how the improvements can be monitored and displayed to verify performance. In this regard it is proposed that all major plants be fitted with meters to allow remote monitoring of energy used by the heating systems and distribution boards. A commitment to monitor the readings so that they can be compared with the predicted energy performance and reported is proposed and agreed.
- 6.186 The development would achieve cumulative carbon savings of 77% against Part L of the Building Regulations 2021 through on-site renewable energy generation, including communal and individual air source heat pump (ASHP) and solar photovoltaic (PV) panels installed on all roofs.

6.187 Despite the adoption of the 'Lean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic uses. A carbon shortfall of 7.8 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

6.188 On the basis of the information submitted the estimated carbon offset contribution (and associated obligations) is £22,230 (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. These figures would be captured through a S106 obligation.

6.189 Overall – 'Lean', 'Clean' and 'Green'. Table 12 below sets out the overall carbon emission savings:

Residential	Residential			Non-residential		
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Baseline	32.1			2.4		
Be Lean	22.4	9.7	30%	2.1	0.4	15%
Be Clean	22.4	0.0	0%	2.1	0.0	0%
Be Green	6.8	15.6	49%	1.0	1.0	42%
Cumulative savings		25.3	79%		1.4	57%
Carbon shortfall to offset (tCO₂)	6.8			1.0		

Overheating

6.190 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 39 habitable rooms, 21 Living/Kitchen/Dining rooms under the London Heathrow Weather files.

6.191 The Air & Noise Assessment documents determined that all windows in the proposed development should assume windows remain closed to adhere to internal noise criteria. Therefore, for TM59 compliance mechanical ventilation criteria is applicable. However, natural ventilation criteria should also be reported to demonstrate that the passive measures have been maximised in line with the Cooling Hierarchy, and the façade design has been optimised regardless of the constraints posed by the site's location.

- 6.192 All spaces pass the overheating requirements for 2020s DSY1, using MVHR with air tempering. The measures proposed rely on mechanical ventilation with air tempering to achieve compliance. Passive measures have been incorporated where feasible, including external shading via balconies, low g-value glazing, and energy-efficient façades. Natural ventilation results are reported to evidence optimisation of the façade design in line with the Cooling Hierarchy.
- 6.193 The report includes sample dwelling layouts, communal corridor assessment, a retrofit plan for future/extreme weather, and a heatwave user guide. Future scenarios show strong resilience (98.9% pass for 2050 and 89.3% for 2080), with clear mitigation strategies outlined.
- 6.194 The proposed glazing ratio is more than 50%, which is more than double the LETI recommended levels of 10-25%. However, this must be balanced against the overall façade composition and the overall liveability of the proposed homes in terms of providing suitable daylight and sunlight and desirable outlook. The majority of the flats would be dual or triple aspect and there are no south facing single aspect homes. The facades contain large openings for private amenity spaces and are considered to provide a suitable balance between overheating and other living conditions. QRP comments had suggested bold window designs and increased glazing; their comments have been addressed through a more conservative approach to glazing but larger panels around windows.
- 6.195 It is considered that the passive measures proposed have reduced the likelihood of the initial overheating concerns, but a condition is recommended for additional passive design measures to be considered and implemented prior to occupation.
- 6.196 Overall, the scheme would provide acceptable and suitable internal living conditions and wider façade composition design.

Sustainability

- 6.197 Policy DM21 of the DM DPD 2017 requires developments to demonstrate sustainable design, layout and construction techniques.
- 6.198 The submitted Sustainability Statement sets out a comprehensive approach to sustainable development, addressing a wide range of environmental and climate-related considerations. The proposal incorporates measures to improve sustainability across key areas including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO₂ emissions, and landscape design.
- 6.199 Specific commitments include water efficiency measures, sustainable material sourcing, and circular design principles to reduce whole-life carbon. The

development also commits to responsible construction practices through registration with the Considerate Constructors Scheme and implementation of an Environmental Management System.

Living roofs

- 6.200 All development sites must incorporate urban greening within their fundamental design, in line with Policy G5 of the London Plan 2021.
- 6.201 The development is proposing living roofs throughout the development. All landscaping proposals and living roofs would stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Details for living roofs would need to be submitted by planning condition.

Trees

- 6.202 Paragraph 136 of the NPPF sets out the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.
- 6.203 In support of the application, an Arboricultural Impact and Method Statement has been submitted by Sharon Hosegood Associates. There are no TPOs or Category A trees on the site. Of the 19 existing trees on and adjacent to the site, 10 will be retained, including 4 on site and 6 off site. A total of 8 on-site trees and one off-site tree would be removed as they are of low quality or are directly required for the site layout. Fourteen trees would be planted on-site and a potential further 3 off-site, so subject to Highways approval 17 trees would be planted, giving a potential net increase of 8 trees.
- 6.204 The trees to be removed include four Norway Maples, two Silver Birches, two Hornbeams and a Rowan tree. The trees to be retained would be protected during demolition and construction and pruned back as required. The 17 new trees will be a selection species, including Silver Birches, Maples and fruit trees. The proposed removal and replacements have been reviewed by the Council's Tree Officers and are considered to provide suitable attenuation, and these would be secured through the imposition of a condition.
- 6.205 Public comments have raised concerns about the loss of some of the existing established vegetation, particularly along the rear boundary of Trinity Road. The applicant has responded that they will seek to retain and work with neighbours on retention of any party wall / vegetation to be agreed through party wall

agreements. This is welcomed, but Officers consider that the low level vegetation would not be of a significance to warrant protection but are satisfied that best endeavours are made through condition and that this be resolved between the parties and any Party Wall Agreement.

- 6.206 Overall, the retention of existing trees where possible and net increase in quantum is supported and considered acceptable.

Urban Greening Factor and Biodiversity

- 6.207 Policy G5 of the London Plan 2021 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It requires boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed residential development.
- 6.208 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site. Policy DM1 of the DM DPD 2017 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.

Urban Greening/landscaping

- 6.209 The scheme has attempted to maximise greening of the site within its constraints, including a tree planting scheme, primarily around the proposed amenity spaces, alongside hedge and flower-rich perennial planting. Extensive green roofs are proposed on the roofs of all of the proposed buildings, and a vegetated SuDS proposal is also incorporated into the design. Sealed surfaces using permeable paving and lawn where suitable have also been incorporated into the design. Additional bug and insect hotels and bird and bat boxes are also proposed.
- 6.210 Two scenarios for Urban Greening Factor score are outlined taking into account the potential addition of another two parking bays in front of the landscaped entrance to the amenity space behind Block A. The initially proposed scenario with 1 parking bay and landscaping would have a UGF score of approximately 0.47 and the scenario with 3 parking bays would score slightly lower at approximately 0.46. In either scenario the UGF is significantly over the interim target score of 0.40 for proposed residential development and is seen as a desirable improvement to urban greening in this location.

- 6.211 Detailed landscaping and boundary conditions are recommended in order to secure high quality landscaping scheme, for the site and for the benefit of the surrounding built environment generally. Subject to compliance with such conditions, the development would be acceptable with regards to urban greening and landscaping considerations.

Biodiversity

- 6.212 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development. The Environment Act 2021 introduced a statutory requirement for most developments to deliver a BNG of 10%. This means a development would result in more or better-quality natural habitat than there was before development.
- 6.213 If however, the 10% BNG cannot be achieved within the site, the legislation allows the option to deliver a mixture of on-site and off-site biodiversity gain, through purchase of off-site biodiversity units on the market or directly from the Government.
- 6.214 The development would provide biodiversity value within the site including through the inclusion of gardens and a mixed species of proposed trees tree planting. The proposal also includes extensive areas of green roof with deeper substrate on the larger buildings and extensive flowering plants, which would provide significant biodiversity improvements.
- 6.215 When using the statutory biodiversity metric calculation tool, the development would result in a 189% BNG value gain when measured against the pre-development baseline value. As such, this would be well in excess of the 10% BNG requirement on site.
- 6.216 Subject to compliance with the recommended imposed conditions and obligations secured through a S.106 legal agreement, the development would be acceptable with regards urban greening/landscaping and biodiversity considerations.

Waste and Recycling

- 6.217 Policy SI7 of the London Plan 2021 requires proposed new development to have adequate, flexible, and easily accessible space and collection systems that support the separate collection of dry recyclables and food. Policy SP6 of the Local Plan 2017 and Policy DM4 of the DM DPD 2017 require development proposals to make adequate provision for waste and recycling storage and collection.

- 6.218 The Haringey Waste Management Guidance Notice for Residential and Mixed-Use Developments provides guidance for waste storage and collection on new developments. The guidance sets out for communal collection arrangements, 1 x 1,100 litre (L) bins are required for refuse per 6 dwellings, 1 x 1,100L bins for recycling per 10 dwellings, and 20 L of food waste per dwelling.
- 6.219 The scheme would provide 10 x 1,100L bins and 6 x 140L bins in accordance with the Haringey Waste Management Guidance Note for Residential and Mixed-use Developments SPD.
- 6.220 Vehicles would access the hardstanding area adjacent to Block B whereby they can collect the waste from Blocks A and B. The vehicle would then reverse part-way down Neville Place under banksmen control to collect the waste associated with Block C, then exit in a forward gear back onto High Road. Bin dragging distances would be less than 10m. Vehicle swept path analysis is contained at Appendix 6 of the Transport Statement.
- 6.221 Waste collection would take place from the area of hardstanding at the eastern boundary of the site, with vehicles then able to reverse back along Neville Place to ensure that bin dragging distances are less than 10m for the three stores.
- 6.222 Operational waste management would be monitored by a member of the Site Management Team ('SMT') in coordination with the waste services provider. Waste would be managed in accordance with the waste hierarchy. Vehicles would then turn down Neville Place and utilise the double yellow lines.
- 6.223 Final details of the waste strategy would be required to be refined through condition, but the details outlined above are considered to be satisfactory.

Flood Risk, Drainage and Water infrastructure

- 6.224 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.
- 6.225 Policy SI13 of the London Plan 2021 and Policy SP5 of the Local Plan 2017 require new development to utilise Sustainable Urban Drainage Systems (SUDS).
- 6.226 Policies DM24, 25, and 29 of the DM DPD 2017 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals

do not increase the risk of flooding. Policy DM27 of the DM DPD 2017 seeks to protect and improve the quality of groundwater.

- 6.227 Policy SI5 of the London Plan 2021 requires proposals to ensure adequate wastewater infrastructure capacity is available.
- 6.228 The site is located within flood risk zone 1, which has the lowest risk. The Government's website assesses the property as very low yearly risk for surface water and flooding from sea/river. In support of the application, a Drainage and SUDS Strategy by Vertex Engineering Limited has been submitted. The overall methodology used and referenced has been reviewed and is considered to be acceptable subject to the surface water drainage strategy and its management and maintenance plan being conditioned.
- 6.229 The proposed development site is situated in an area where Thames Water provide the wastewater infrastructure. Thames Water show an existing foul sewer main running east to the site on the High Street. Thames Water have referenced this in their response and note that the development is within 3 metres of a public sewer (of which, the internal diameter is less than or equal to 150mm). A survey of the site and any shared pipework is recommended. Further details of piling are recommended. Thames Water have assessed the existing network and have confirmed they have sufficient sewerage capacity in the adjacent foul water sewer network to serve the proposed development.

Air Quality

- 6.230 Policy SI1 of the London Plan 2021 sets out that major development proposals should be submitted alongside an air quality assessment.
- 6.231 An Air Quality Assessment was undertaken by BWB Consulting Ltd, and reviewed by Officers, as the site is located within the Haringey Air Quality Management Area, which was declared for potential exceedances of the annual mean nitrogen dioxide and the 24-hour mean particulate matter (PM10) air quality objectives.
- 6.232 An Air Quality Neutral Assessment was undertaken to compare building and transport emissions from the proposed development with Greater London Authority benchmarks. The proposed energy and heating strategy proposes all-electric heating and energy, and additional vehicle trips generated by the proposed development would be below the benchmarked thresholds. The proposed development is considered to be air quality neutral in terms of both building and transport emissions.

Land contamination

- 6.233 Policy DM23 of the DM DPD 2017 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.
- 6.234 The application and its associated documentation have been reviewed by LBH Pollution officers, who raise no objection, subject to the imposition of conditions regarding Land Contamination and Unexpected Contamination.

Fire Safety and Security

- 6.235 Policy D12 of the London Plan 2021 requires all major development proposals to be submitted with a Fire Statement which has been prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.
- 6.236 Policy D5 of the London Plan 2021 also seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
- 6.237 A Fire Safety Statement has been submitted alongside the application which sets out how fire safety has been considered and incorporated into the design of the development from the earliest stage. The maximum height of the proposed buildings is 12.6m and five storeys so does not require consultation with the HSE/BSR.
- 6.238 The fire safety of the development would be checked at building regulations stage, but details of smoke detectors, smoke shafts, signage and evacuation procedures have been outlined. The layout of the proposed Blocks A and B would each have access to an evacuation lift in accordance with Policy D5 of the London Plan 2021.
- 6.239 Vehicle access for fire appliance is available around the site via High Road and Neville Place. The applicant has noted that existing water supply provisions for firefighting would continue to serve the site, and the presence of a fire hydrant is in the immediate vicinity. The proposal is therefore considered acceptable with regards to planning considerations but would need to ensure these measures, and additional, details are part of any subsequent Block Control submissions.

Equalities

- 6.240 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.

6.241 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.

6.242 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 equalities standpoint.

Conclusion

- The loss of non-designated employment land is considered acceptable as part of a proposed development that would provide significant additional residential housing in a predominantly residential area. A financial contribution of £22,000 will be required for the loss of the existing 8 FTE employees.
- The principle of a residential scheme is supported in this accessible location, which will contribute to the Borough's housing stock; and is considered to represent sustainable development.
- The application proposes a high quality design that would positively repair the urban fabric compared to the existing property's presence on the High Road.
- The scheme has been positively reviewed by the Quality Review Panel and refined in broad accordance with those comments.
- The proposal is not considered harmful to the character or appearance of the Trinity Gardens 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 public benefits, including the provision of additional homes and improvements to townscape quality.
- A viability assessment has been independently reviewed and confirms that the development is unable to provide any affordable housing. This could be reviewed by way of an early and late stage review to assess whether any such housing, or a contribution towards affordable housing off-site, could be achieved in the future. However, the applicant has made a commercial offer to make a Payment in Lieu to the council to provide affordable housing in the sum of at least £250,000 to compensate for the removal of both Early and Late Stage Reviews. This is accepted

as it gives more certainty to the Council and applicant and the contribution would be used to provide affordable homes within Haringey.

- The siting, massing and separation distances are considered satisfactory in protecting neighbouring amenity, particularly those in Morant Place and along Trinity Road. Siting of windows, balconies and amenity spaces have been carefully considered to avoid overlooking of these neighbours.
- The proposed residential mix comprises 21 x 1 bed, 5 x 2 bed and 10 x 3 bedroom homes is considered to be a suitable mix for this location.
- The proposed homes will have a high quality of living accommodation, be predominantly dual or triple aspect, include private and communal amenity spaces and play space and suitable provision of accessible homes.
- A suitable pedestrian footway and environment would be created for residents, which would serve the proposal as well as benefit existing commercial uses within Neville Place.
- The development is proposed to be 'car-free', with one accessible car parking space provided from the outset and future provision for two additional bays secured through the S106 to be provided if needed in the future. Ground floor cycle stores will be provided.
- The development would achieve a 77% reduction in regulated carbon dioxide emissions on site, through a combination of high fabric efficiencies, communal and individual air source heat pumps (ASHPs), and an array of solar photovoltaic (PV) panels.
- Biodiversity Net Gain requirements achieve 189% BNG value gain when measured against the pre-development baseline value improvement, this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.46 will also exceed the target of achieving 0.40. These will be met through planting, green roofs, and landscaping. There will also be a net gain of 8 trees, as well as tree retention.
- The scheme will be Air Quality Neutral, with no significant impact expected.
- Overall, this is considered to be a high quality development that will provide housing for Haringey and is supported by Officers and relevant policy.
- The scheme would provide a number of section 106 obligations, along with paying Haringey and Mayoral CIL contributions.

7. Community Infrastructure Levy

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £221,800.80 (3,120sqm x £71.09) and the Haringey CIL charge will be £842,212.80 (3120sqm x £269.94). These rates are based on the Annual CIL Rate Summary for 2025. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8. RECOMMENDATIONS

GRANT planning permission for the reasons set out in Section 2 above, subject to conditions and a s106 legal agreement.