

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2025/3217

Ward: Noel Park

Address: Mallard Place, Coburg Road, Wood Green N22 6TS

Proposals

Full Planning Application for the demolition of existing buildings to deliver a new development comprising 150 new council homes (Use Class C3) and flexible workspace (Use Class E), erection of a 22 storey building with 8 storey wing, and a 14 storey building with 6 storey wing; alongside public realm improvements, soft and hard landscaping, cycle parking, blue badge parking, servicing and delivery details and refuse and recycling provision.

Applicant: London Borough of Haringey

Agent: Sophie Heritage, Icen Projects

Ownership: Private

Case Officer Contact: Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed scheme follows a design-led approach that capitalises on the site's highly accessible location to deliver 100% social rent homes, making a significant contribution to the Borough's affordable housing targets while supporting the creation of a mixed and balanced community. The proposal accords with the objectives of both local and strategic planning policies aimed at maximising the delivery of genuinely affordable housing in accessible locations.
- The proposal would redevelop a brownfield site, with a high-quality, mixed-use, development which responds appropriately to the local context and within a designated growth area with good access to public transport and existing neighbourhood facilities, where higher density development is encouraged and would meet the requirements of Site Allocation SA19 'Wood Green Cultural Quarter (South)' of the Site Allocation Development Plan Document 2017.

- The development would provide 539sqm of commercial floorspace (of flexible uses) secured as affordable workspace. This would potentially generate 28 jobs, a substantial uplift on existing.
- The development would provide 150 new homes, contributing towards much needed housing stock in the borough.
- The size, mix, and quality of homes is acceptable, and the homes would either meet or exceed relevant planning policy standards. All flats would have private external amenity space.
- The proposed development will lead to a very low, less than substantial, harm to the significance of the conservation area and its assets that is outweighed by the several significant public benefits of the development.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would achieve a reduction of 66% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures, plus provide a carbon off-setting payment, as well as site drainage and Biodiversity Net Gain (BNG) of 100%; which is significantly in excess of the mandatory 10% net gain required by policy.
- The proposed development would secure several obligations, including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Director of Planning and Building Standards that secures the obligations set out in the Heads of Terms below, and subject to referral to the Mayor of London and any direction they make.
- 2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 28 April 2026 within such extended time as the Head of Development Management or the Director of Planning & Building Standards shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be

granted in accordance with the Planning Application subject to the attachment of the conditions.

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority.
- 2.6 There would be a Director's agreement signed between the parties (applicant as the Housing Department and Planning & Building Standards as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.
- 2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures would be agreed between the Council's Housing service and the Planning service, including management for the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Delivery has confirmed in writing that the payment of contributions for the matters set out below would be made before the proposed development is implemented.
- 2.9 A summary of the planning obligations Heads of Terms for the development is provided below:

1. Affordable Homes

All of the homes to be secured as Social Rent properties

2. Carbon/Climate Change

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £130,987 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO² at the Energy Plan and Sustainability stages
- A single point Future DEN connection (and associated obligations)

3. Car-Capped Agreement, including a £4,000 contribution to amend the Traffic Management Order

4. Car parking Management Plan

- Accessible on street parking bays for Blue Badge Holders
- EV charging points for accessible parking bays

5. Construction Demolition Plan

£15,000 towards monitoring of the Construction Logistics and Management Plan,

6. Site wide Travel Plan

Monitoring of commercial travel plan and Residential Travel Plan contribution of £15,000 per year

7. Pedestrian wayfinding to/from the site

£50,000 towards the development and installation of wayfinding signage

8. Active Travel Zone Assessment

Enhance a short section of segregated cycle lane on the southern side of Mayes Road to consist of the following works:

- £120,000 towards the implementation of the new cycle route;
- To enhance cyclist/pedestrian safety, at the 4-arm signalised junction of Station Road, A105 High Road, A109 Lordship Lane through the following measures;
 - Provide dedicated cycle signals with an early-release phase to improve cyclist visibility and reduce conflicts with turning traffic.
 - £40,000 towards the design and development of the improvement scheme
 - Tighten the Station Road turning radii to slow vehicle speeds and enhance safety for all users.

9. Highways works

Footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements.

10. Child playspace

- £131,765 towards off-site provision, including the creation of new children play space or improvements to existing provision in the locality
- Provision of child playspace within the development

11. Reprovision of Area 51 Education

Measures to prevent the redevelopment of the site taking place until suitable alternative accommodation has been secured by the Council.

12. Street Trees

- £136,270 towards planting of new standard sized trees within a 500 metre radius of the site to mitigate the CAVAT loss of the mature London Plane Trees proposed for removal (The type and number of standard trees to be agreed with the arboricultural officer)

13. Affordable Workspace

Affordable workspace with flexible uses in commercial space at ground and first floor

14. Employment and Skills Plan

15. Obligations Monitoring Fee

Conditions/Informative Summary – (the full text of recommended conditions/informative is contained in Appendix 2 of the 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-occupation)
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. Secure by Design Certification (Pre-occupation)
13. Flood & Water Lead - Surface Water Drainage (Pre-commencement)
14. Flood & Water Lead - SuDS management and Maintenance Strategy (Pre-occupation)
15. Thames Water - Piling Method Statement (Pre-commencement)
16. Crossrail 2 - Detailed Design and Method Statement
17. Land Contamination (Pre-commencement)

18. Unexpected contamination (if identified)
19. NRMM (Pre-commencement)
20. Management and Control of Dust (Pre-commencement)
21. Delivery and Servicing Management Plan (Pre-occupation)
22. Considerate Constructors (Compliance)
23. Energy Strategy (Pre-above ground works)
24. Sustainability Review
25. Be Seen
26. Overheating (Pre-above ground works)
27. Building use guide
28. Sustainability Standards for non-residential units
29. Living Roofs (Pre-above ground works)
30. Climate Change adaption
31. Circular Economy (Pre-Construction report, Post Completion report)
32. Whole Life Carbon
33. Urban Green Factor (Compliance)
34. Arboricultural Method Statement (Compliance)
35. Cycle Parking (Pre-occupation) – *ref the external short stay storage*
36. Accessible Parking Bay(s) (Pre-commencement)
37. Waste/Recycling Storage (Prior to commencement of relevant part)
38. Restriction to Telecommunications Apparatus (Restriction)
39. Building Regulations Part M (Compliance)
40. Communal antennae
41. Commercial Units – Hours of operation
42. Commercial Shopfront
43. Restriction to Use Class
44. Architect Retention
45. Air Quality Neutral
46. Internal Playspace

Informatives

- 1) Positive and Proactive
- 2) Directors Agreement Letter
- 3) CIL
- 4) Land Ownership
- 5) Party Wall Act
- 6) Hours of Construction
- 7) Street Numbering/Naming
- 8) Asbestos
- 9) Metropolitan Police Service Designing Out Crime
- 10) Crossrail 2
- 11) Thames Water
- 12) Thames Water

13) Water Consumption

- 2.10 In the event that members choose to make a decision contrary to officers' recommendations members will need to state their reasons.
- 2.11 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
1. The proposed development, in the absence of a legal agreement would fail to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to Policies H4 and H5 of the London Plan 2021, Policy SP2 of the Local Plan 2017 and Policies DM11 and DM13 of the Development Management Development Plan Document 2017
 2. 1) The proposed development in the absence of a legal agreement to pay a contribution to 1) necessary highway works; 2) Implementation of a Car Parking Management Plan; 3) A contribution to monitor the Demolition and Construction Plan; 4) A contribution towards a pedestrian wayfinding to/from the site; 5) A contribution towards Active Travel Zone Assessment and 6) Implementation of a commercial and residential travel plan and monitoring fee; would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to Policy T1 of the London Plan 2021 and Policies DM31, DM32 and DM48 of the Development Management Development Plan Document 2017.
 3. In the absence of a legal agreement securing a contribution towards off site child playspace provision and ~~off-site~~ provision of children's playspace at, would result in an unacceptable shortfall in playspace to meet the needs of future residents. As such, the proposal is contrary paragraph 9.20 of the Planning Obligations SPD (2018)
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and 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 SI 2 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policy DM21 of the Development Management Development Plan Document 2017.

5. 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.
6. The proposed development, in the absence of a legal agreement securing the re-provision of Area 51 Education, would result in the unacceptable loss of social infrastructure without adequate mitigation. As such, the proposal is contrary to Policy DM49 of the Development Management Development Plan Document 2017.

2.8 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1 Planning permission is sought for the demolition of the existing building which is occupied by the John Dewey (Area 51 Education) Special Needs College and the erection of a 22 storey building with an 8 storey wing, and a 14 storey building with a 6 storey wing, to facilitate a mixed-use development comprising of 150 social rent homes along with double height flexible workspace (539 square metres).
- 3.1.2 The buildings would be sited around a two-storey communal podium garden and would also provide significant public realm improvements, soft and hard landscaping, cycle parking, blue badge parking and other associated works.
- 3.1.3 The proposed development can be broken down into 5 components, as follows; the east tower, east wing, west tower, west wing and podium.
- 3.1.4 The proposed buildings range from 2 to 22 storeys in height. The eastern building is proposed as a 22-storey tower with an adjoining 8-storey wing. The western building is proposed as a 14-storey tower with an adjoining 6-storey wing. The podium which would adjoin to both the eastern and western buildings would be two storeys in height.
- 3.1.5 The development would deliver a total of 150 new homes comprising:
- 51 x 1 bed;
 - 67 x 2 bed;
 - 28 x 3 bed and
 - 4 x 4 bed homes.
- 3.1.6 The eastern building would accommodate 91 new homes, with a further 59 homes provided within the western building.
- 3.1.7 All new homes are proposed to be provided with private amenity space. The upper-floor dwellings in both buildings would benefit from south or west facing balconies, while the maisonettes located over ground, first and second floor level within the western building would be provided with private rear gardens. In addition, a series of communal podium courtyards are proposed at second, sixth and eighth floor levels, incorporating dedicated children's play space.

- 3.1.8 A total of 539 square metres of flexible Use Class E floorspace is proposed across the development at ground and first floor levels, allowing for a wide range of commercial, business and service uses. The eastern building would accommodate six commercial units and a commercial breakout area on the ground and first floor, with a further commercial unit located on the ground floor of the western building.
- 3.1.9 At ground floor level of the western building, the scheme provides four four-bedroom family maisonettes arranged across the ground, first and second floors, each individually accessed directly from New Street. The residential core entrances serving the upper-floor dwellings in both the eastern and western buildings would be accessed from New Street and Coburg Road.
- 3.1.10 The ground floors of both buildings would also accommodate separate residential and commercial refuse stores. Commercial cycle storage, three flexible commercial units, and associated plant and service rooms would be distributed across the eastern building, western building and podium building.
- 3.1.11 At first floor level, the development includes three residential units, six residential cycle stores including one accessible cycle store, four flexible commercial units, a commercial workspace breakout area, and additional service rooms distributed across the eastern building, western building and podium building.
- 3.1.12 The upper floors of both the eastern and western buildings have been designed to accommodate no more than six dwellings per floor in the wings and no more than four dwellings per floor within the towers.
- 3.1.13 The communal podium at second floor level includes dedicated play space for children aged 0–4 years. Further communal podiums are provided at roof level on the six-storey wing of the eastern building and the eight-storey wing of the western building, each incorporating play space for children aged 5–11 years. The sixth and eighth floors would also incorporate extensive green roofs. Mechanical plant and photovoltaic arrays would be located at roof level on both the eastern and western buildings.

Materials

- 3.1.14 The proposed development would be contemporary in design, employing a coordinated palette of materials. The towers and their associated wings would be faced in two complementary light-toned bricks. The two-storey plinth fronting Coburg Road would be expressed through the use of green glass-reinforced concrete (GRC), while the single-storey plinths along New Street and Western Road would be finished in green glazed brick. Green-coloured metalwork is proposed throughout, including to windows, doors, external blinds, balconies and Juliet railings.

Soft and hard landscaping and Public Realm

- 3.1.15 The proposal includes a comprehensive soft landscaping strategy for the podium and roof terraces, incorporating trees, a mix of ferns, shrubs and bushes, wildlife-friendly amenity planting, winter seedheads and grasses, herbaceous perennials, and areas of wildflower planting on the extensive green roofs.
- 3.1.16 Hard landscaping across the podium and roof terraces would comprise resin-bound gravel with raised metal edging, plank paving, rubber mulch play surfaces, and gravel margins to the edges of the biodiverse green roofs.
- 3.1.17 The public realm would be enhanced through the incorporation of raised planting associated with ground-floor maisonettes . Key pedestrian routes would be defined and framed by a colonnaded frontage. The residential core entrance on Coburg Road would be set back from the frontage to create informal seating opportunities. The overall building layout would maximise active frontages along Coburg Road, New Street and Western Road, contributing positively to the surrounding streetscape.

Access, Parking and Highways

- 3.1.18 Proposed pedestrian access to the residential cores would be taken from New Street to the north-west, and Coburg Road to the south-east. Each residential entrance would incorporate a core lobby providing step-free access to passenger lifts and staircases. The dwellings at the lower levels are to be accessed via communal deck. The four ground-floor maisonettes would be accessed independently from the northern frontage of the site via New Street. Additional secondary pedestrian access points are proposed around the perimeter of the building.
- 3.1.19 The three ground-floor workspace units would be served by separate access arrangements. One unit would be accessed directly from Western Road, while the remaining two units accessed from Coburg Road to the south. A dedicated entrance would also be provided for all workspace users, giving access to a passenger lift and staircase serving the upper floors. The three first floor workspace units and commercial breakout area would be accessed from the dedicated workspace entrance from Coburg Road via a lift.
- 3.1.20 Access to cycle parking for residential and commercial uses would be provided separately. The primary residential cycle access would be taken from Western Road, providing direct access to the main cycle lift. A secondary residential cycle lift would also be provided to accommodate accessible and non-standard cycles; this lift would be accessible via the residential core entrances to the north-west, and via a secondary entrance on New Street. The workspace cycle store would be accessible to occupiers of all workspace units, and would be accessed from the dedicated workspace entrance on Coburg Road.
- 3.1.21 The proposed scheme would be a 'car free' development. Twelve blue badge parking bays would be located on the adjacent streets set out below;

- 5 x bays on New Street

- 2 bays in the Chocolate Factory Phase 1 Block E2 Car Park
- 4 bays on Clarendon Road
- 1 bay on Western Road

3.1.22 In terms of cycle parking for the homes, 275 long-stay cycle spaces are proposed, accommodated within seven residential cycle stores located at first floor level, one of which is accessible. A dedicated cycle lift is also proposed off Western Road, which would be accessed externally and a secondary/contingency lift is accessed from New Street. In terms of cycle parking for the commercial units, 6 cycle parking spaces are proposed, accommodated within a dedicated commercial cycle store at ground level with internal access. Visitor cycle parking is proposed on New Street.

3.2 Site and Surroundings

3.2.1 The site known as Mallard Place, falls within the Council's ownership and is currently occupied by a two-storey building, which is covered in a green wall and hardstanding to the rear of the building. The site has a frontage onto Coburg Road to the south, Western Road to the west, Clarendon Road to the east and New Road to the north.

3.2.2 Immediately adjoining the site to the west is Raphael House and to the east is Units 1,2,3 Kingfisher Place. The site is bounded by the Chocolate Factory Phase 1 development to the north, which received planning permission and is currently being built out under planning reference HGY/2017/3020—for a mixed use development comprising of 10,657 square metres of commercial floorspace and 230 homes, made up of 80 homes to be provided at London Affordable Rent and Social Rent levels, and 150 homes for market rent.

3.2.3 To the east of the site, on the other side of Clarendon Road, is Kingfisher Place followed by other commercial uses fronting Coburg Road. Further west of the site is the train depot and railway embankment with links to Alexandra Park and the New River via the Penstock foot tunnel which is currently being upgraded. Immediately south of the site, on the other side of Coburg Road, is the St William Alexandra Gate development which received planning permission under planning reference HGY/2017/3117 for a mixed use development and is currently being built out. The mixed use permission was for the following;

- 1714 residential units;
- 7,500sqm of Class B1 Business;
- 1,500sqm to 3,950sqm Class A1-A4; 417sqm Class D1 Day Nursery;
- up to 2,500sqm Class D2 Leisure;
- two energy centres;
- vehicular access, parking; realignment of Mary Neuner Road;
- open space (pocket park)

- and landscaping and associated infrastructure works.
- 32.5% affordable housing site-wide by habitable room (48.3% affordable rent and 51.7% shared ownership).



Fig 1: site (outlined in red) location in context

- 3.2.4 The site is located in an Opportunity Area, as identified in the Mayor's London Plan 2021 and is located in the Wood Green and Haringey Heartlands Growth Area as identified in the Council's Local Plan 2017.
- 3.2.5 The site is also located within the designated Local Employment Area; Regeneration Area and located adjacent to Wood Green Common Conservation Area.
- 3.2.6 The site is designated in the Council's Site Allocation Development Plan Document 2017 (SA DPD) SA19 known as 'Wood Green Cultural Quarter (South)' which seeks to enhance the Wood Green Cultural Quarter through improvements to the Chocolate Factory and the creation of high-quality urban realm and comprehensive redevelopment of the remaining sites for employment-led mixed-use development with residential. The site is also designated as WG SA10 known as 'Mallard and Kingfisher Place' of the new Regulation 18 Draft Local Plan, for which public consultation has just closed. However, at this stage, the Draft Local Plan carries very little weight.

- 3.2.7 The site has a Public Transport Accessibility Level (PTAL) rating of 4, with Wood Green Underground Station being a 9-minute walk away, and Alexandra Palace National Rail station being a 10-to-11-minute walk away. Two different bus services are accessible within 6 to 7 minutes' walk of the site. There is reference to future TFL improvements to bus services that are forthcoming, related to re-routing of bus services 91/N91 and the 232 via Western Road and Mayes Road respectively.
- 3.2.8 The site sits above the potential Wood Green Crossrail 2 route.

3.3 Relevant Planning and Enforcement history

- 3.3.1 HGY/2025/3217 - An Environmental Impact Assessment (EIA) Screening Opinion issued in November 2025 confirmed that the scheme was not EIA Development.
- 3.3.2 There is no other relevant planning history connected with the application property.
- 3.3.3 Relevant and recent planning permissions in close proximity of the site include:

HGY/2017/3020 – The Chocolate Factory Phase 1 development

- 3.3.4 Partial demolition, change of use and extension of the Chocolate Factory buildings. Demolition of the remaining buildings and redevelopment to create four new build blocks ranging in height from 3 up to 18 storeys. Mixed use development comprising 10,657 sq.m (GIA) of commercial floorspace (flexible Use Classes A1, A3, B1, D1 and D2), 230 Class C3 residential units together with associated residential and commercial car parking, public realm works and access – Granted 15/02/2019.

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

- 3.3.5 Hybrid planning permission (part Outline, part Detailed) was approved on 19/04/2018 for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A5; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

Outline Permission for 103,150sqm Class C3 Residential; 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A5; and up to 2,500sqm Class D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

Detailed Permission for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 622 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road. This application is accompanied by an Environmental Impact Assessment

HGY/2023/2357 -The Clarendon Square development /Alexandra Gate (St Williams)

- 3.3.6 Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.– Granted 31/02/2024

HGY/2021/1392 -The Clarendon Square development /Alexandra Gate (St Williams)

- 3.3.7 Non-material amendment following a grant of planning permission HGY/2017/3117 for amendment to the description of the development to remove reference to Building Heights within the Description of Development, specifically within the Outline element of the permission. Amendment to Condition 5 (Approved Drawings & Documents) to make reference to "SK416 Rev A" as an approved drawing, and to make reference to "Development Specification Rev C (May 2021)" as an approved document. Approval dated 4 June 2021.

HGY/2025/1548 -The Clarendon Square development /Alexandra Gate (St Williams)

- 3.3.8 Non-material amendment following a grant of planning permission HGY/2017/3117 to amend parameter plan SK416 Rev A – PP5 Parameter Plan 5: Maximum & Minimum Building Extents, amending the parameters of Buildings G1, G2 and J2. Approval dated 29 August 2025.

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The proposal was presented to Haringey's Quality Review Panel (QRP) on 16 July 2025. The Panel offered their 'warm support' for the scheme
- 4.1.2 The detailed QRP comments and the latest officer response is provided within the design section of this report.

The QRP's full written response is included under Appendix 5.

Pre-application Meeting with the Greater London Authority (GLA)

- 4.1.3 The proposals were presented to a meeting with GLA officers in March 2025 and October 2025. The meeting addressed key strategic issues including land use, height and massing, urban design and transport.

Development Management Forum

- 4.1.4 The proposals were presented to a Development Management Forum on 2 October 2025.
- 4.1.5 The notes from the Forum are set out in Appendix 6.

Planning Committee Pre-Application Briefing

- 4.1.6 The proposals were presented to the Planning Sub Committee at a Pre-application Briefing in November 2025 and as a briefing in January 2026. The minutes are attached in Appendix 7.

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development.

Conservation Officer

Comments provided are in support of the development.

Transportation

No objections raised, subject to conditions and legal agreement

Waste Management

No objection raised, subject to conditions.

Building Control

No comment .

Trees

No objection raised, subject to legal agreement

Nature Conservation

No comments.

Pollution Team

No objection, subject to conditions and informative.

Public Health

No objection.

Surface and flood water

No objections, subject to conditions.

Climate Change

No objections, subject to conditions and S106 obligations.

Noise Pollution

No objection

Inclusive Economy

No objection.

Policy Team

No objection.

Placemaking Team (Wood Green)

No objection.

EXTERNAL

Health and Safety Executive (HSE)

No objection.

Greater London Authority (GLA)

The GLA Stage 1 report dated 12 January 2026 is summarised below. Stage 1 comments can be viewed in full in Appendix 4.

Strategic issues summary:

Land use principles: The redevelopment of the site to provide affordable housing and flexible workspace within a town centre and an Opportunity Area is strongly supported in strategic planning terms. The provision of affordable workspace is welcomed. It must however be demonstrated that the application will secure replacement premises for the existing SEN education use, or else robust evidence submitted that this use is not required in the borough.

Affordable housing: The proposal is to deliver 150 affordable housing units (100% by habitable room) consisting of 100% social-rented homes. This is strongly supported, and the scheme can follow the Fast Track Route.

Urban design and heritage: Whilst the site is not identified as suitable for tall buildings the proposal is coming forward in the context of an emerging tall building cluster, and the heights are acceptable in this context. A low level of harm may be caused to the significance of Alexandra Park (Registered Park and Garden) which could be outweighed by the public benefits of the proposal.

Transport: Further information is required on Active Travel Zone (ATZ) and trip generation, and mitigation to local connectivity to align with ongoing initiatives. and

a parking design and management, travel, delivery and servicing, and construction logistics, plans should be secured by conditions.

Environment and sustainable infrastructure: Further information is required, and matters raised should be addressed prior to the Mayor's decision-making stage.

Thames Water

No objection subject to conditions

Metropolitan Police Designing out crime

No objections, subject to conditions and informative.

Environment Agency

No comments

Crossrail 2 Safeguarding

No objections, subject to conditions and informative.

Transport for London

No objections raised, subject to conditions and legal agreement.

Network Rail

No objection.

London Underground/ DLR Infrastructure Protection

No objection.

Historic England

No comment.

Greater London Archaeological Advisory Service

No comment.

Natural England

No objection.

National Health Service London Healthy Development Unit

To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £83,000 within the S106 agreement to be paid on commencement and indexed linked to building costs. (Officer comment: Consistent with the position on other applications and as set out in the Council's latest published Annual Infrastructure Funding Statement (April 2024) the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations).

5. LOCAL REPRESENTATIONS

5.1 In terms of consultations:

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

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

No of individual responses: 0
Objecting: 0
Supporting: 0

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Background
2. Principle of the development
3. Tenure and housing Mix
4. Suitability of site for tall buildings
5. Heritage Impacts
6. Design and appearance
7. Residential Quality
8. Impact on Neighbouring Amenities

9. Parking and Highways
10. Sustainability, Energy and Climate Change
11. Urban Greening, Trees and Ecology
12. Flood Risk and Drainage
13. Air Quality and Land Contamination
14. Fire Safety
15. Social and Community Infrastructure
16. Equalities
17. Employment
18. Conclusion

6.2 Background

6.2.1 The Chocolate Factory Phase 1 development, approved in February 2019 under planning reference HGY/2017/3020, is currently being built out. The consented scheme comprises a mixed-use development delivering 10,657 square metres of commercial floorspace and 230 new homes. The development was broken down into five buildings;

- The retained Chocolate Factory building;
- Block B;
- Block D;
- Block E1;
- Block E2;
- Block F.

6.2.2 Block D of the Chocolate Factory Phase 1 development would have partly occupied the Mallard Place site. However Block D of Phase 1 would no longer be developed as this proposal would now occupy that part of the Phase 1 development known as the Chocolate Factory Phase 2 development. The approved scheme for Block D comprised a 13-storey building with an adjoining four-storey wing, providing 57 market sale residential units on the upper floors and approximately 570 square metres of commercial floorspace at ground floor level, with a residential mix but predominantly studio and one-bedroom flats.

6.2.3 The current proposal, should planning permission be granted, would essentially result in the proposed western building of the proposed development being built instead of Block D of the extant Chocolate Factory Phase 1 development.

6.3 Principle of the development

National Policy

- 6.3.1 The National Planning Policy Framework (NPPF) 2024 establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It also advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. Paragraph 86 of the NPPF seeks to be flexible enough to accommodate needs not anticipated in the plan and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.
- 6.3.2 Paragraph 73 of the NPPF 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.'
- 6.3.3 The NPPF was last updated in December 2024. This version of the NPPF was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

Development Plan

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

London Plan

- 6.3.5 The London Plan 2021 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance.
- 6.3.6 Table 4.1 of the London Plan 2021 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

- 6.3.7 Policy H1 of the London Plan 2021 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 6.3.8 Policy H4 of the London Plan 2021 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.3.9 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.
- 6.3.10 Policy S1 Part F of the London Plan 2021 states that 'Development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:
- 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community
- 6.3.11 Policy S3 of the London Plan 2021 seeks to resist the loss of education facilities.
- 6.3.12 Policy D6 of the London Plan 2021 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 plan

- 6.3.13 Haringey's Local Plan Strategic Policies 2017 (referred to as the Local Plan hereafter) sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.3.14 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and for development to be in accordance with the relevant Council planning policies and objectives (including those of the site allocations).
- 6.3.15 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.

- 6.3.16 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 stated minimum target, including securing the provision of affordable housing.
- 6.3.17 Policy SP8 of the Local Plan 2017 states that the Council will support local employment and will support small and medium sized businesses in need of employment space.
- 6.3.18 The Development Management Development Plan Document 2017 (referred to as the DM DPD hereafter) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.3.19 Policy DM10 of the DM DPD 2017 states that the Council will support proposals for new housing as part of mixed-use developments.
- 6.3.20 Policy DM13 of the DM DPD 2017 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- 6.3.21 Policy DM49 of the DM DPD 2017 seeks to resist the loss of existing community facilities.
- 6.3.22 Policy DM38 of the DM DPD 2017 sets out that the Council will support proposals for mixed use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.
- 6.3.23 Policy DM55 of the DM DPD 2017 states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.

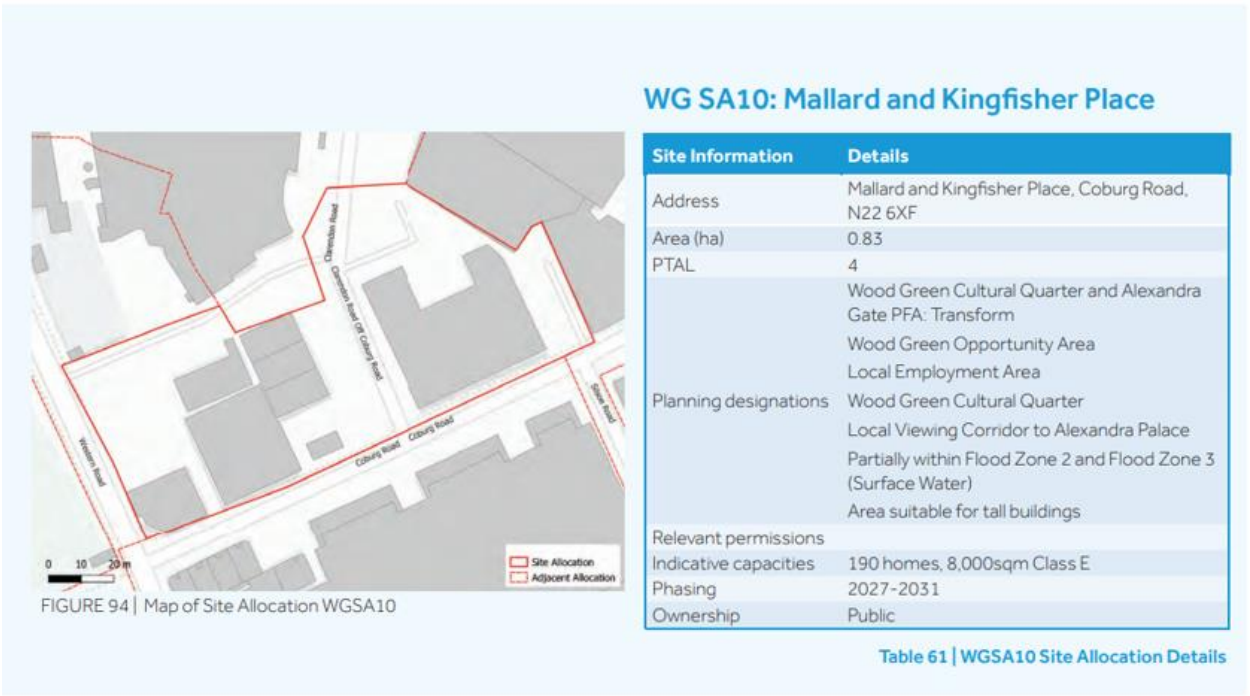
Draft Local Plan

- 6.3.24 As part of preparing a New Local Plan, the Council has recently consulted on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation running from 10 October to 19 December 2025.
- 6.3.25 Paragraph 48 of the National Planning Policy Framework (NPPF) states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there

are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.

6.3.26It is recommend that very limited weight be afforded to the Draft Local Plan's policies as the Draft Local Plan is in the early stages of preparation and has not yet been submitted for examination, the policies in the said Plan may be subject to change as objections to the same can still be made, and the relevant policies in the current Plan are consistent with the relevant policies of the NPPF.

6.3.27The site is also designated as WG SA10 known as ‘Mallard and Kingfisher Place’ in the new Regulation 18 Draft Local Plan. Wood Green Site Allocation SA10 which is slightly amended, though, broadly in line with SA19 of the adopted local plan, and expects redevelopment to provide a greater density and mix of employment, workspace and residential uses, supporting the Cultural Quarter. Active frontages and uses, and a dramatically improved public realm are expected as this will create a dynamic, creative environment along Coburg and Clarendon Road, as part of the strategic east-west cultural corridor. The Draft Local Plan only carries very limited weight compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan; given the Reg 18 consultation on the draft Local Plan has recently closed.



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

6.3.29 The site is designated as Site Allocation SA19 'Wood Green Cultural Quarter (South)' in the Council's Site Allocation Development Plan Document 2017 which seeks to enhance the Wood Green Cultural Quarter through improvements to the Chocolate Factory and creation of high quality urban realm and comprehensive redevelopment of the remaining sites for employment-led mixed-use development with residential.



Fig 2: Site Allocation SA19 'Wood Green Cultural Quarter (South)

6.3.30 Site allocation SA19 of the SA DPD 2017 has the following Site Requirements and Development Guidelines:

Site requirements

- Development proposals will be required to be accompanied by a site wide masterplan
- The original Chocolate Factory building will be retained
- Parma House, the Mountview Academy building, the buildings fronting Coburg Road east of Clarendon Rd, and the extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable uses to being retained and/or re-provided.
- The development should demonstrate that the maximum quantum of employment floorspace has been provided, subject to viability
- Uses that positively support the enhancement of the cultural quarter will be expected as part of any redevelopment
- This site should preserve the setting of the adjoining Wood Green Common conservation area and its significance
- In collaboration with neighbouring sites SA18 & SA20, a coordinated approach will be sought to the provision of an enhanced public realm to be created in the north of this site, which will act as the focal point of the Cultural Quarter around Clarendon Road. Active frontages to both sides of Clarendon Road will be required, to contribute to this vision.
- A public realm will be created that will act as the focal point for the Cultural Quarter in this the site around Clarendon Road
- Active frontages to both sides of Clarendon Road will be required, which contribute to the cultural output of the area
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green Area Action Plan (AAP)
- Clarendon Road will be enhanced and provide a north-south pedestrian and cycling connection through the site
- Affordable rent housing may be sought having regard to the viability of the scheme as a whole, in line with Policy DM38
- This site falls within a Regeneration Area, and as such employment-led mixed-use development will be appropriate here
- Development should have regard to the adjoining site allocations (SA18 & SA20) and follow the principles set out in any future Wood Green AAP
- This site is subject to the requirements of Policy DM38 - Employment-Led Regeneration.

Guidelines

- Development should be set back adjacent to the Western Road/Coburg Road to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- New development here will form a key site in the creation of a new suburb of Wood Green, with a requirement to engage with distinctive new architecture.

- Clarendon Road will be extended through Guillemot Place to connect Wood Green Cultural Quarter to Wood Green Common, and Alexandra Palace Station.
- A new active frontage to Western Road should be created.
- Coburg Road may become part of a predominantly cycle and pedestrian route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Road into the Penstock Tunnel should be secured through development on this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

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

Masterplanning and Site Allocation

6.3.32 Site Allocation SA19 (Wood Green Cultural Quarter (South)) of the Site Allocations Development Plan Document (DPD) 2017 requires development proposals to be supported by a site-wide masterplan. Policy DM55 of the Development Management DPD further states that where proposals come forward on part of an allocated site, a masterplan should be provided to demonstrate that the delivery of the wider allocation and its objectives would not be prejudiced.

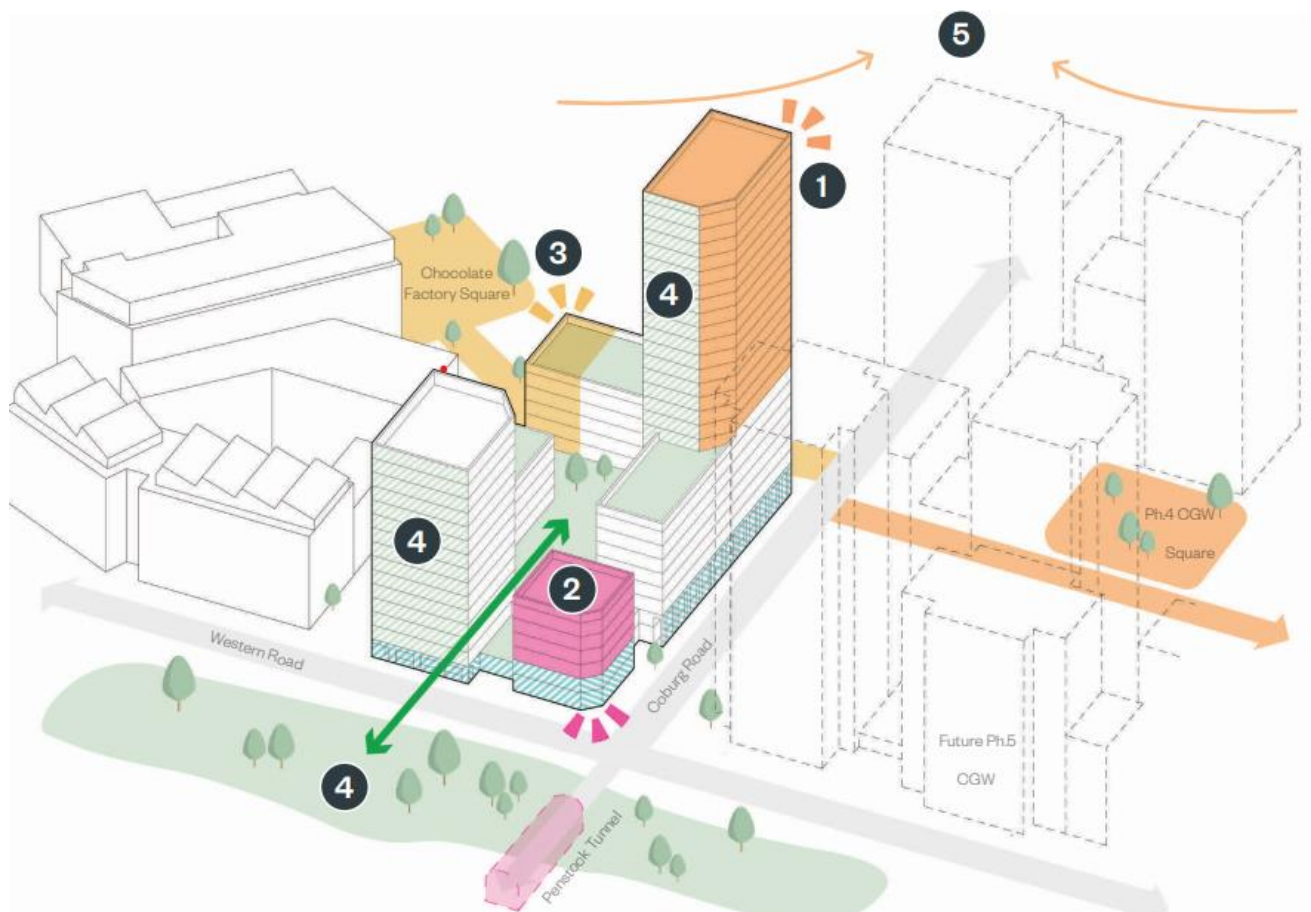
6.3.33 The applicant has submitted an indicative masterplan option to demonstrate compliance with the requirements of SA19 of the SA DPD 2017 and to confirm that the proposal would not compromise the coordinated development of the remaining land within the allocation. The wider SA19 site includes Raphael House, Units 123, Kingfisher Place, and land at the Chocolate Factory and Parma House, which received planning permission in February 2019 under reference HGY/2017/3020 for a mixed-use development comprising 10,657 square metres of commercial floorspace and 230 residential units (known as Chocolate Factory Phase 1) and is currently under construction.

6.3.34 The indicative masterplan illustrates the potential for redevelopment of the entire urban block, through the current application and compatible schemes on adjoining sites, including Raphael House immediately to the west and Units 1,2,3 Kingfisher

Place, with a frontage onto Clarendon Road. The proposed massing would complete the urban block while maintaining appropriate levels of daylight to the podium garden and allowing outward views from the site.

6.3.35 The indicative massing associated with Raphael House responds to the Penstock Tunnel improvements and the key pedestrian route leading towards Alexandra Palace. This location presents an opportunity for a distinctive marker building; alternatively, should redevelopment not come forward, the site could complement the new Penstock installations through its redevelopment as a small pocket park. The Design Officer advises that in light of the need to safeguard the amenity of existing and future residents, including those within this scheme, if approved—it is highly unlikely that a third or fourth tall building within this city block could be acceptable. The current proposal represents the appropriate upper limit of height and massing for its location.

6.3.36 Units 1,2,3 and Kingfisher Place could provide an active frontage onto Clarendon Road, helping to define the street edge and strengthen the visual and functional relationship with Chocolate Factory Square, as established under the Land at the Chocolate Factory Phase 1 permission (planning reference HGY/2017/3020).



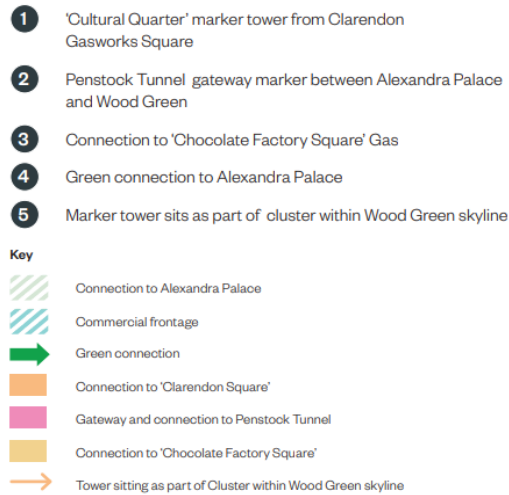


Fig 3: Indicative Masterplan – Redevelopment of the whole urban block

6.3.37 The indicative masterplan incorporates the adjacent undeveloped sites and demonstrates that the remaining parts of the allocation could accommodate additional employment floorspace and residential development to meet the outstanding requirements of SA19 (Figure 3).

6.3.38 It is noted that the previously approved 13-storey tower comprising 57 homes within Block D, approved under the Land at the Chocolate Factory and Parma House permission (Chocolate Factory Phase 1 – planning permission reference HGY/2017/3020), is no longer being delivered as part of that consent (should planning permission be granted for this proposal) and the land now forms part of the current application site. As a result, the number of dwellings delivered under Chocolate Factory Phase 1 is reduced to 173, leaving a remaining 182 homes expected to be delivered within the site allocation. The total number of homes proposed across Allocation SA19 would therefore be 323 units, which includes the 150 homes proposed here which is within, and close to achieving, the indicative housing target set out in the allocation.

Existing and Proposed Workspace/ Residential

COMPLETED	1	Chocolate Factory Ph1 (Building A) : Refurbished <i>Employment Class B1 - 8,343 Sqm.</i>
	2	Chocolate Factory Ph1 (Building E2): New build <i>Employment Class B1 - 356 Sqm.</i> Homes - 80
	3	Chocolate Factory Ph1 (Building E1): New Build <i>Employment Class B1 - 546 Sqm.</i> <i>Retail Class A1/A3 - 103 Sqm.</i> Homes - 29
CONSENTED	4	Chocolate Factory Ph1 (Building F): New Build <i>Employment Class B1 - 729 Sqm.</i>
	5	Parma House: Change of use and additional storey <i>Non residential Class E - 200 Sqm</i> Homes - 60
PROPOSED	6	Mallard Place - Proposed New Build <i>Non residential Class E Workspace - 475 Sqm</i> Homes - 150
	7	Mallard Place Extended Sites - Proposed New Build <i>Non residential Class E Workspace - 140 Sqm</i> Homes - 40-50
	8	Kingfisher Site <i>Non residential Class E Workspace - 1,454 Sqm. min.</i> <i>(to achieve SA19 12,243 Sqm.target.)</i> Homes - No. of homes met
KINGFISHER		Kingfisher Existing Building Footprint (1,464 Sqm): Over two storeys a GIFA of 2,928 Sqm. would achieve the SA19 allocation area.

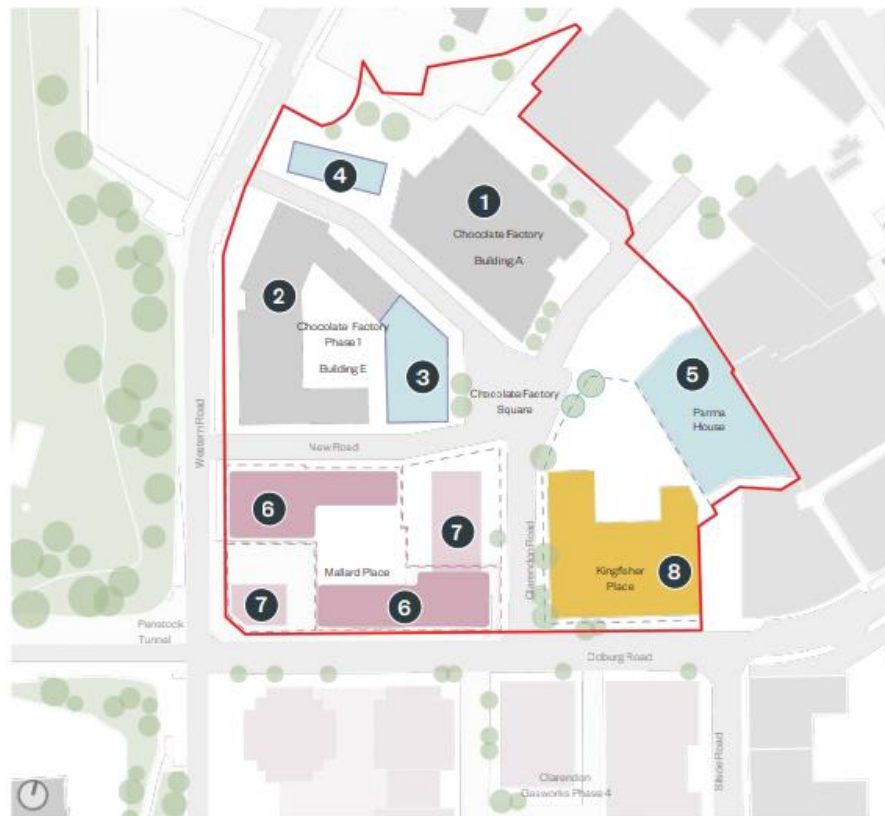


Fig 4: Indicative Masterplan – Existing and proposed workspace/residential

6.3.39 The indicative masterplan further identifies opportunities to deliver:

- A key marker building addressing Chocolate Factory Square;
- A new north–south ‘makers’ route along Silsoe Road;
- A strong commercial edge to the emerging Civic Boulevard;
- Enhanced public realm along the principal north–south pedestrian link; and
- The rationalisation of Chocolate Factory Square around a key anchor institution.

Opportunities

- 1 Key Chocolate Factory Square Marker Building
- 2 New 'makers' North-South route (Silsoe Road)
- 3 Strong commercial edge to emerging 'Civic Boulevard'
- 4 Opening public realm along key North-South Link
- 5 Rationalise Chocolate Factory Square
- 6 Key Anchor Institution

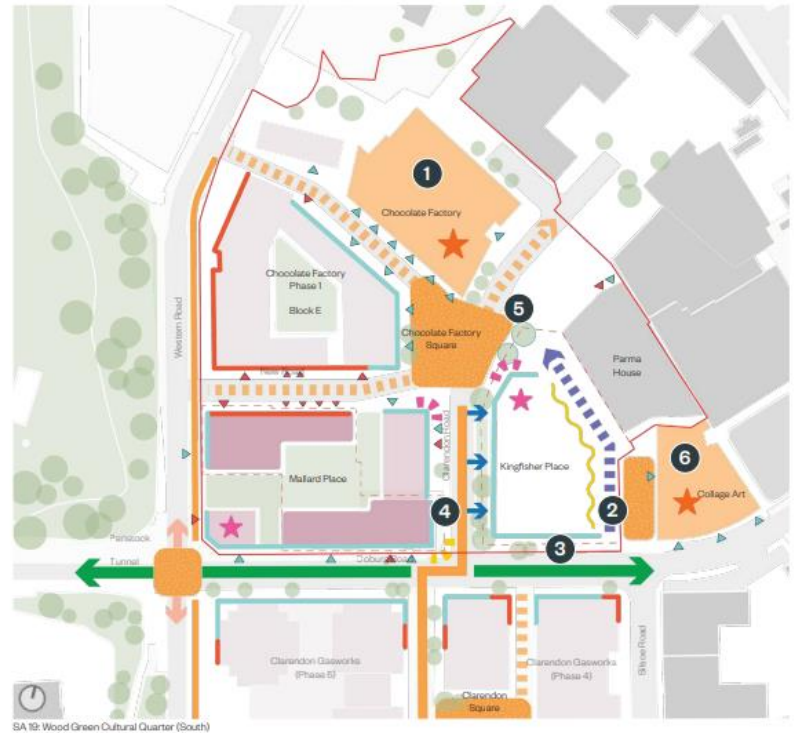


Fig 5: Indicative masterplan - Opportunities

6.3.40 Officers acknowledge that fragmented land ownership across adjacent sites, and the limited current appetite from some landowners for site assembly or redevelopment, means that comprehensive redevelopment of the entire allocation cannot presently be achieved.

6.3.41 Notwithstanding this, it is considered that the proposal is supported by a coherent and deliverable indicative masterplan, which clearly demonstrates how the site and surrounding land could be developed over time to meet both the employment and residential requirements of Site Allocation SA19. The proposal is therefore considered to accord with the requirements of Policy DM55 of the Development Management DPD and Site Allocation SA19 of the Site Allocations DPD 2017.

Draft Wood Green Site Allocation

6.3.41

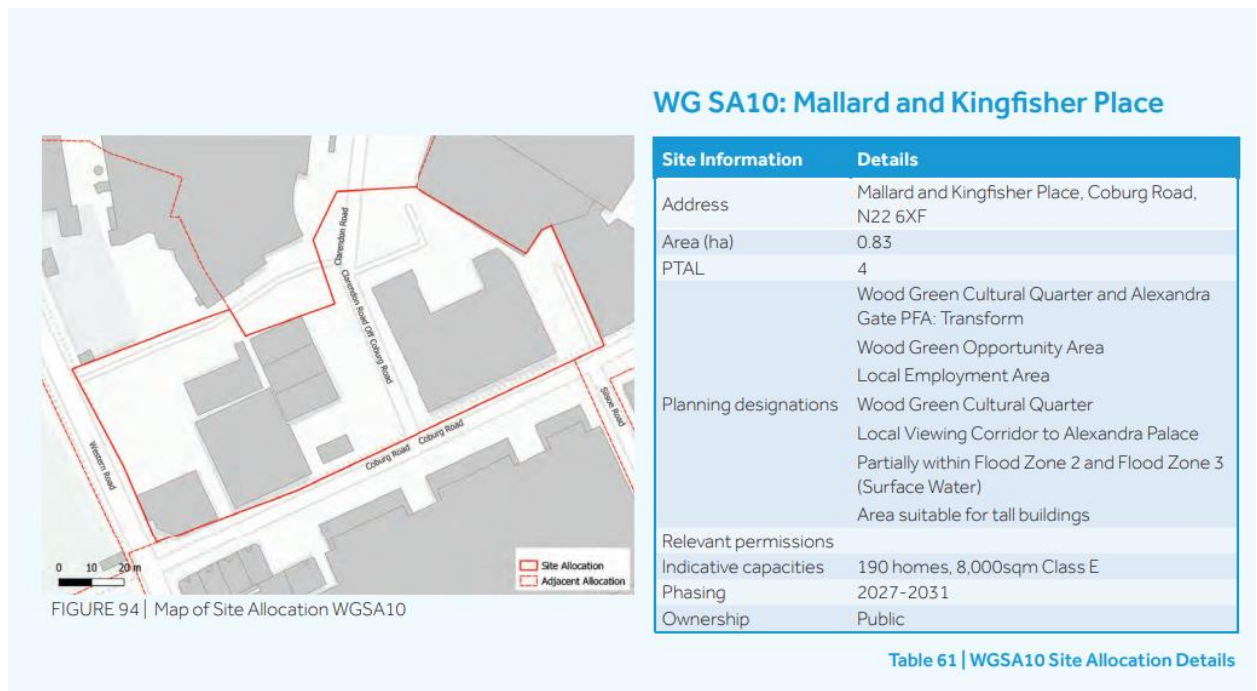


Fig 6: Wood Green Site Allocation SA10 'Mallard and Kingfisher Place'

5 Year Housing Land Supply

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

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

Land Use Principles

6.3.44 The proposed development, would replace an existing college for people with special education needs with a mixed-use development comprising new homes and employment floorspace.

Loss of community use

6.3.45 Policy DM49 'Managing the Provision and Quality of Community Infrastructure' of the DM DPD states thatB) *where a development proposal may result in the loss of a facility, evidence will be required to show that:*

- a) the facility is no longer required in its current use;*
- b) the loss would not result in a shortfall in provision of that use;*
- c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site*

6.3.46 Policy S1 'Developing London Social Infrastructure' of the London Plan states that *.....development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:*

- 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or;*
- 2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services*

6.3.47 The proposed development would result in the loss of the existing special educational needs college known as 'John Dewey Specialist College/Area 51 Education' currently operating from the site. The Council recognises the importance of this facility and the need to ensure continuity of provision for its users. The applicants are currently working proactively with the college to identify and secure a suitable alternative location that meets its operational and accessibility requirements. The GLA Stage 1 comments state that GLA officers acknowledge that the loss of educational use on site has been agreed by the Council and an alternative suitable site is being explored and confirmation must be provided that an alternative site has been identified for the college. This matter is being actively progressed by the Council who have agreed to find a suitable alternative site prior to the commencement of the proposed development. No demolition would be allowed to proceed unless and until an alternative premises is secured and this would be secured by the Director's Letter.

6.3.48 Notwithstanding this, it is also relevant to note that the existing special educational needs college use does not provide the land uses (and general aims) of the site allocation which seeks employment and residential use on this site. Subject to the reprovision of the college being secured through an appropriate measure to prevent the redevelopment of the site taking place until suitable alternative accommodation has been secured by the Council, the proposed redevelopment would therefore bring the site into conformity with the adopted site allocation and wider spatial planning strategy.

Proposed mixed use – Employment and Residential Uses

Employment

6.3.49 Site Allocation SA19 identifies the site for a mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 12,243 square metres of employment floor space across the allocation as a whole.

6.3.50 The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 applies. Policy DM38 of the Development Management DPD states:

6.3.51 *The Council will support proposals for mixed-use, employment-led development within a Local Employment Area - Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:*

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;*
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:*
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;*
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and*
 - iii. Environmental quality of the site.*
- c. Make provision for an element of affordable workspace where viable;*
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;*
- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and*
- f. Be designed to enable connection to ultra-fast broadband.*

6.3.52 The proposed development would redevelop a portion of the remainder of the site (within SA19) with a scheme providing a mixed-use scheme consisting of residential and employment floorspace. The development proposes 539 square metres of employment floorspace. Site Allocation SA19 identifies an indicative development capacity of 12,243 square metres of employment floor space across the allocation as a whole. The proposed employment floorspace, in conjunction

with the Land at Chocolate Factory and Parma House development, (part of SA19, which have planning permission and is currently being built out – reference HGY/2017/3020) would equate to 11,196 square metres of employment floor space across the site allocation. The applicant submitted an indicative masterplan illustrating how the rest of the site within the site allocation could be developed to collectively provide the remaining 1,047 square metres of employment space in the future to deliver the overall required 12,243 square metres of employment space across the whole of the site, which is further explained as to how this can be achieved below.

- 6.3.53 Whilst there would be a shortfall in reaching the required employment floorspace when taking account of the Chocolate Factory permission and the current application, the adjacent sites i.e. Kingfisher Place, Units 123 and Raphael House also within SA19, are yet to come forward for development and have the potential to further increase the employment capacity and overall requirement of employment floorspace as set out in SA19. The applicants have demonstrated through the indicative masterplan that Raphael House and Units 1,2,3 have the potential to deliver approximately 140 square metres of employment floorspace, while Kingfisher Place could accommodate a further 1,454 square metres of employment floorspace.
- 6.3.52 The proposed employment provision comprises flexible commercial floorspace (Use Class E) at ground and first floor levels across the development, to ensure that the commercial units remain viable and capable of being occupied. The space would be delivered to a shell-and-core specification, providing a high degree of flexibility for future occupiers. This specification would allow the floorspace to be readily subdivided to accommodate more than one commercial occupier, if required, thereby optimising the marketability and long-term viability of the units.
- 6.3.54 The existing site represents an inefficient use of land, characterised by low employment density and largely inactive frontages. In contrast, the proposal seeks to deliver 539 square metres of high-quality, flexible commercial floorspace, maximising active frontages along Western Road, Coburg Road and Clarendon Road. Furthermore, the proposed ground-floor commercial frontage would be double-height, reinforcing a strong commercial character and contributing positively to the streetscene.
- 6.3.55 The proposed commercial provision would result in a higher jobs-to-floorspace ratio than the current use (7.5 full time jobs) and is estimated to support up to 28 jobs, although the final number of employees will be dependent on the nature of the end users.
- 6.3.56 The level of employment floorspace proposed is considered appropriate, striking a suitable balance between employment provision and the delivery of an acceptable quantum of residential development in this accessible location, providing a good standard of residential amenity for future occupants. It is anticipated that commercial operators would be primarily those able to sustain their businesses through custom from residents within the development and the surrounding area.

- 6.3.5 One of the key aims of the council is to support the local economy and job opportunities within the Borough. Therefore, there is an aspiration for the applicants to provide affordable workspace as part of the commercial space on the ground and first floor, and which would be flexible in terms of commercial employment generating uses. This is wholly supported and has been secured by legal agreement. Notwithstanding this, there is potential for the remaining sites within the wider site allocation to deliver additional affordable workspace, this is considered acceptable in principle.
- 6.3.58 It is acknowledged that construction activity associated with the development may have temporary impacts on the day-to-day operation of neighbouring sites. However, redevelopment activity would be time-limited and would not result in a long-term adverse impact on surrounding employment uses. Any potential effects would be appropriately mitigated through the Directors agreement letter, securing a Construction Demolition Plan.

Residential Use

- 6.3.59 The proposal would deliver 150 self-contained homes, contributing towards meeting the Borough's identified housing targets and supporting the objectives of Site Allocation SA19 which identifies an indicative development capacity of 355 residential homes across the allocation as a whole. The proposed residential homes, in conjunction with the Chocolate Factory Phase 1 extant permission would equate to 323 residential units which is within, and close to achieving, the indicative housing target set out in the allocation.

Conclusion

- 6.3.60 The proposed development for the site would be in accordance with and contribute to the land use planning requirements of the site allocation (SA 19) as a whole, which is, overall, for employment-led mixed-use development with residential, as well as achieving the required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above.
- 6.3.61 For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.4 Tenure and Housing Mix

Tenure

- 6.4.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units
- 6.4.2 Policy H4 of the London Plan 2021 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.4.3 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 stated minimum target, including securing the provision of affordable housing.
- 6.4.5 Policy DM13 of the DM DPD 2017 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- . 6.4.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock, and ensure the effective use of public assets and funding.
- 6.4.7 This proposal seeks to provide 100% of the housing for general needs low cost rented housing which would make a valuable contribution to Council housing supply and would align with the above planning policy requirements. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to the delivery of the Borough wide affordable housing target.

Housing Mix

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

6.4.9 Policy SP2 of the Local Plan 2017 and Policy DM11 of the Council's DM DPD 2017 adopts a similar approach.

6.4.10 Policy DM11 of the DM DPD 2017 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

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

Unit type	Total homes	%	Wheelchair accessible (M4 3)
1 bed	51	34%	
2 bed	67	44.7%	6
3 bed	28	18.7%	9
4 bed	4	2.7%	
TOTAL	150	100%	10%

6.4.12 The overall mix of housing within the Chocolate Factory phase 1 extant permission was as follows:

Unit type	Total homes	%
Studios	29	13%
1 bed	98	42%
2 bed	72	31%
3 bed	29	13%
4 bed	2	1%
TOTAL	230	100%

6.4.12 Twenty-eight of the proposed homes (18.7%) would comprise three-bedroom family-sized units, with a further four homes (2.7%) comprising four-bedroom family-sized units. This substantial provision of family-sized homes would help to avoid an over-concentration of smaller units and would make a positive contribution towards meeting identified local and borough-wide housing needs. Notwithstanding this, the applicant has also confirmed that there is a strong need for one-bedroom social rented homes. It is also noted that Phase 1 of the Chocolate Factory extant permission also provided a substantial provision of family sized homes and given that the proposed western building of the proposed development is being built instead of Block D of the extant Chocolate Factory

Phase 1 permission, the number of studios for this phase would be significantly reduced.

- 6.4.13 Overall, the development would deliver a balanced mix of dwelling sizes, supporting the creation of a mixed and inclusive neighbourhood. The proposed housing mix is therefore considered acceptable and in accordance with the relevant planning policies.

6.5 Suitability of site for tall buildings

- 6.5.1 Policy D3 of the London Plan 2021 states that all development must make the best use of land by following a design-led approach that optimises site capacity.
- 6.5.2 Policy D9 of the London Plan 2021 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.
- 6.5.3 Policy SP11 of the Local Plan 2017 states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The design officer notes that the council prepared a borough-wide Urban Characterisation Study (UCS) in 2016 which supported tall buildings in this wider Wood Green-Haringey Heartlands major development area and specifically, that height should rise in this specific location, as one of four high points, marking the centre of the Heartlands regeneration area, the envisaged central town square and the western end of the new east-west route from the High Road to Heartlands, connected to the onward western route via the Penstock Tunnel to Alexandra Park. The Characterisation Study recognises that the railway forms a significant barrier and buffer between the two sides, with the much more sensitive west side of the railway being a much quieter, parkland dominated neighbourhood than the east, as well as the railway corridor being at its widest beside this part of Heartlands, giving a much greater distance, with the broad, wooded embankments providing further buffering between the two areas.
- 6.5.4 Policy DM6 of the DM DPD 2017 states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD 2017 identifies the area around Wood Green, as being suitable for tall buildings. It also prescribes a range of requirements for tall buildings. Policy DM6 of the DM DPD 2017 further states that *....as well as being located in suitable areas and being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment.* Tall buildings should also consider their ecological and microclimate

impacts. Clusters of tall buildings should also demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.

- 6.5.5 Policy SP11 of the Local Plan 2017 and Policy DM6 of the DM DPD 2017 defines 'tall' buildings as those 'which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- 6.5.6 The proposed development ranges in height from 2 to 22 storeys. The eastern building is proposed as a 22-storey building with an 8-storey wing. The western building is proposed as a 14-storey building with a 6-storey wing. The buildings will be sited around a two-storey podium. Both the east and west tower meet the definition of a tall building.
- 6.5.7 The location of the proposed tall buildings are within the area designated as being suitable for tall buildings area as identified in Table 2.2 of Policy DM6 of the DM DPD 2017.
- 6.5.8 The GLA's Stage 1 response supports the proposed height and massing strategy, noting that it is appropriate to the site's context.
- 6.5.9 The impacts of the tall buildings have been carefully considered, with the siting of two taller elements forming a coherent and well-resolved composition. The 22-storey building responds to the primacy of key pedestrian routes along Clarendon Road and Coburg Road and relates positively to the emerging cluster of tall buildings proposed within Phases 4 and 5 to the south. The 14-storey building is consistent with the scale of the consented Chocolate Factory Phase 1 Block D and provides a suitable transition between the taller buildings to the south and the lower to mid-rise development to the north. It is also noted that the location and extent of the taller elements are largely informed by the Crossrail 2 safeguarding constraints.
- 6.5.9 The Council's Design Officer notes that the height and massing of the scheme's components respond appropriately to their immediate street context, both in the towers and in the shoulder wings. The tallest tower is positioned to emphasise the primary junction at Coburg Road and Clarendon Road, while a smaller tower marks the less significant intersection of Western Road with the new east-west street. Similarly, the southern shoulder wing rises to eight storeys along Coburg Road, whereas the northern shoulder wing steps down to six storeys to reflect the more residential character of the new east-west street. The relationship of the tallest tower with the tallest tower of phase 5 of the Alexandra Gate development along Coburg Road which is yet to come forward as a reserved matters application sits on diagonal corners of a major crossroads, with the proposed tall building directly facing, across the considerable width of Coburg Road (approx. 17m), a lower, 16 storey block in their Phase 5, and the north-south street, such that this will be visible for a considerable distance to the south up that key street. It will therefore

fit into the “checkerboard” pattern of tall buildings alternating with lower buildings and open space.

- 6.5.10 The consideration of the tall buildings as a function of the overall development design and its impact on local character, protected views, local climatic conditions, and all other relevant matters will be assessed in the sections below.

Visual Impact

- 6.5.11 Policy D9 of the London Plan states that where suitable tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.

- 6.5.12 Policy DM5 of the DM DPD 2017 states that obstructions to locally significant views should be minimised.

- 6.5.13 The Heritage, Townscape and Visual Impact Assessment (HTVIA) confirms that the scheme has been robustly assessed from an agreed range of local, intermediate and long-distance viewpoints. The Design Officer considers that the proposed development has the potential to operate as a set of genuine ‘landmarks’ within the wider masterplan—acting as wayfinding elements, terminating key vistas along Coburg Road and Western Road, and marking the principal crossroads on the two main north–south routes intersecting with Coburg Road. The buildings are also judged capable of functioning as landmarks in their own right by virtue of being elegant, well-proportioned and visually engaging from all directions.

- 6.5.14 While the taller elements will be perceptible at distance from within the Wood Green Common Conservation Area, Officers consider that their presence would not result in harm to any heritage assets or their settings.

- 6.5.15 The Conservation Officer notes that the proposed development would alter the built and visual setting of several locally listed assets, including Cambridge House, the Duke of Edinburgh Public House and Tower Terrace. The Accurate Visual Representation (AVR) images also confirm that the tallest building within the scheme would be visible in views from Alexandra Park and would break the skyline when seen from the Alexandra Palace viewing platform. Importantly, these changes would not affect any London View Management Framework (LVMF) strategic views. The resulting impact on the significance of the Registered Park and Garden is assessed as a very low level of less-than-substantial harm.

- 6.5.16 Notwithstanding this limited level of harm, the Conservation Officer acknowledges that the proposed building heights are consistent with emerging neighbouring developments and are considered acceptable within this urban context. The overall

planning balance is addressed in section 6.6 of the Officer's Report, where these heritage impacts are weighed against the wider public benefits of the scheme.

- 6.5.17 The applicant has submitted a Heritage Townscape and Visual Impact Assessment (HTVIA) with the application which has assessed the visual and cumulative impacts of the tall buildings in this location. The assessment states that the proposed development will be visible from a number of locations, but will be contextualised by the existing and emerging development. It will form part of a layered and varied skyline, contributing to the evolving identity of the Wood Green Opportunity Area. The scheme would not adversely impact visual receptors, with effects ranging from none to moderate beneficial, and is considered to enhance wayfinding and reinforce the emerging character.
- 6.5.18 The GLA's Stage 1 comments have raised no objection to the impact of the proposed tall building in terms of its overall height, massing, location and impact on townscape views. The Council's Design and Conservation Officers also raise no objections to the height and townscape impact of the tall buildings.

Functional Impact

- 6.5.19 The functional impacts of the proposed tall buildings have been carefully considered in accordance with Policy D9 of the London Plan 2021. The scheme provides safe and inclusive access with step-free entrances, well-designed circulation spaces, appropriate lift provision and multiple stair cores proportionate to the scale of development. Fire safety has been addressed through submission of a Fire Statement, with the Health and Safety Executive / Building Safety Regulator raising no objection.
- 6.5.19 Servicing, refuse and cycle storage arrangements are fully integrated and designed to operate efficiently without conflict with pedestrian movement or public spaces. The location and height of the tall buildings have been informed by the Crossrail 2 safeguarding zone to ensure no unacceptable impact on strategic infrastructure. It is considered that the inclusion of employment and town centre activities is an intrinsic and important component of the scheme. The development has been carefully designed to accommodate and appeal to a broad range of potential employment and town centre uses. The placement of active ground-floor uses is driven by the objective of increasing footfall and activity across the site, with no concerns regarding overcrowding.

6.5.20 The Transportation Officers have been closely involved throughout all stages of the project, including the wider masterplan, the detailed design of earlier phases, and the detailed design of this phase, ensuring that transport considerations are fully integrated into the scheme.

Environmental impact

- 6.5.21 In accordance with Policy D9 of the London Plan 2021, the environmental impacts of the proposed tall buildings have been assessed, including wind microclimate,

daylight and sunlight. The Wind Microclimate Study identifies limited, localised wind effects on two balconies at the south-western corner of the east tower wing; these are to be mitigated through the introduction of a brick pier and would not therefore result in any wind safety concerns. Two balconies at the south-eastern corner of the west tower wing require additional mitigation, and the design has been updated to include raised porous end panels to ensure acceptable conditions.

- 6.5.22 Ground-level wind conditions would be suitable for all building entrances, thoroughfares and the communal podium. With the proposed mitigation measures in place, all balconies would also experience acceptable wind comfort. The assessment further indicates that the approved Alexandra Gate (formerly Clarendon Square) Phase 4 development and the forthcoming Phase 5, which is yet to come forward as a reserved matters application, would generally result in calmer wind conditions. The applicant has undertaken extensive wind-tunnel testing and is satisfied that the proposals would not give rise to any adverse wind-generated noise around the building. Officers concur with this assessment.
- 6.5.23 Overall, the proposal is considered to appropriately mitigate environmental impacts associated with the height and scale of the buildings. These impacts are further assessed in the report below. Overall, the proposal demonstrates that the tall buildings would function safely and effectively within their urban context, in accordance with Policy D9.

6.6 Heritage Impacts

- 6.6.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site. However, the site is located adjacent to Wood Green Common Conservation Area.

Policy Context

- 6.6.2 Policy HC1 of the London Plan 2021 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy SP12 of the Local Plan 2017 and Policy DM9 of the DM DPD 2017 sets out the Council's approach to the management, conservation and enhancement of the borough's historic environment.
- 6.6.3 Policy DM9 of the DM DPD 2017 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

- 6.6.4 Site allocation SA19 of the SA DPD 2017 seeks to preserve the setting of the adjoining Wood Green Common Conservation Area and its significance.

Statutory tests

- 6.6.5 Section 72(1) of the Listed Buildings Act 1990 provide: ‘In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.’ Among the provisions referred to in subsection (2) are ‘the planning Acts’.
- 6.6.6 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.6.7 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.6.8 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs

to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.6.9 The Conservation Officer advises that the proposed scheme forms part of an emerging tall-building redevelopment area located immediately south of the Wood Green Common Conservation Area. The site also fronts the Alexandra Palace and Park Conservation Area and the Hornsey Waterworks Conservation Area, both situated just west of the Great Northern Railway Line and directly opposite the development site.
- 6.6.10 The site lies within the wider setting of several designated heritage assets, including the Grade II listed Alexandra Palace, the Grade II registered Alexandra Park, and the Grade II* listed Dominion Centre (former Gaumont Cinema). In addition, a number of locally listed buildings lie in close proximity, including No. 83 Mayes Road (Duke of Edinburgh Public House), Cambridge House, and the terrace of locally listed houses along Tower Terrace.
- 6.6.11 The Conservation Officer has advised that it is evident that the proposed development would affect the built and visual setting of these locally listed assets. The tallest building would introduce an additional, competing and visually noticeable element in the foreground of views, particularly those of Tower Terrace and Cambridge House when seen from Wood Green Common across the Conservation Area. Taking into account the pre-existing impact of approved high-rise development in the vicinity, it is concluded that the proposed scheme would result in a low level of less-than-substantial harm to the significance of these three local heritage assets.
- 6.6.12 The Conservation Officer advises that It is considered unlikely that the proposal would affect the significance of the statutory listed buildings assessed, given the limited intervisibility between the sites. However, the AVR images demonstrate that the tallest building would be a prominent feature in views from Alexandra Park and would breach the skyline when viewed from the Alexandra Palace viewing platform. While this would not affect any London View Management Framework (LVMF) strategic view, it would result in a very low level of less-than-substantial harm to the significance of the Registered Park and Garden.
- 6.6.13 The Conservation Officer considers that the harm would be less than substantial and at a low level making Paragraph 215 and 216 of the NPPF relevant. The Conservation Officer concludes that the proposed scheme is acceptable from a conservation perspective as it will lead to a very low, less than substantial harm, to the significance of the conservation area and its assets and that the proposed heights are consistent with emerging neighbouring developments and are

considered acceptable in this urban context. The design quality of the scheme is recognised as strong and is addressed in detail by the Design Officer.

6.6.14 Officers consider this low level of harm would be more than outweighed by the several significant public benefits of the proposed development namely the provision of 100% affordable housing at social rent level, the provision of good quality family housing, the provision of high quality accessible housing which will meet the Council's sustainability objectives, the enhancement of the townscape, landscape, and public realm along Coburg Road, Western Road, Clarendon Road and New Street. Also, the provision of high-quality flexible Class E commercial floor space is a positive factor.

6.6.15 Given the above, and along with the support from the Design Officer and the QRP, the proposed development in conservation and heritage terms is therefore acceptable.

6.7 Design and Appearance

6.7.1 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*. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that *proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place*.

6.7.2 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*.

6.7.3 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, which is also 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.

Assessment

Quality Review Panel (QRP) Comments:

6.7.4 The Quality Review Panel (QRP) has assessed the scheme in full at planning application stage in July 2025.

6.7.5 The full Quality Review Panel (QRP) report of the review on July 2025 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below:

'The Haringey Quality Review Panel warmly welcomes the proposal for affordable housing and workspace, which is thoughtful and comprehensive. The panel encourages the project team to maintain this level of ambition as the scheme develops and suggests some areas for improvement.

The fragmented land ownership means that comprehensive redevelopment cannot happen within the timescale of the application. This is not optimal but could be turned into an advantage and lead to a more successful scheme. If the southern and northern corner sites come forward for development, they should offer green relief from the density of neighbourhood, including children's play and bike storage. High level options should be produced to set intentions within this application.

The height and massing are comfortable in the context but would be improved by moving the 22-storey tower away from the emerging 27-storey tower on the Alexandra Gate site. The existing mature trees on the site should be retained, and this corner widened for orientation towards Chocolate Factory Square. Options should be tested, subject to the Crossrail 2 tunnel constraints, for moving the height and rebalancing the blocks to achieve a more favourable massing.

The quality of the housing proposed is commended. Further thought should be given to how the scheme will create a cohesive vertical community. The chamfered tower corners should have a stronger relationship to each other. A consistent base treatment is recommended, and the junctions between blocks should be resolved. The elevations and materials palette are developing well. Sustainability has been successfully embedded in the design, and the use of external shading is supported.

The boulevard of trees along Coburg Road are essential to the public realm. The purpose and design of the colonnade need further work. The podium garden should not be enclosed on all sides in the future. All landscaping should be designed for low maintenance and water management.

The lower-level workspace provision is welcome. Flexible design and low rents should be considered to attract tenants and activate the street'

6.7.6 Following the Quality Review Panel meeting, Officers have met with the applicant to discuss revisions and how best to respond to the QRP comments..

6.7.7 Detailed QRP comments from the July 2025 review together with the officer comments based on the current proposal are set out below:

Panel Comment	Officer Response
Uses and delivery	

<p>The panel commends both Haringey Council and the project team for bringing forward a one hundred per cent affordable housing development.</p> <p>Positive features of the proposal – including climate resilience, number of homes per core, and inset balconies – should be embedded in the drawings and the delivery strategy. The panel also encourages Haringey Council to retain the project team to ensure that the design quality presented is also delivered.</p> <p>The workspaces at ground and first floor levels are a positive way to activate the development and Coburg Road. To find suitable tenants quickly and achieve a vibrant streetscape, the panel recommends designing the units to be as flexible as possible. The council should also consider offering spaces at low or no rents.</p> <p>The range of tenants could be curated with Haringey's regeneration team to connect to activities in the wider neighbourhood. For example, one space could be an artist's studio for those contributing to the refurbishment of Penstock Tunnel.</p> <p>Equally, the play space provision may not meet the needs of the anticipated child yield for a scheme of this tenure and density. A freely accessible indoor play space could be provided in one of the ground floor units.</p>	<p>QRP support noted</p> <p>QRP support noted. A project architect retention condition will be secured in order to retain the design quality of the development in the interest of the visual amenity of the area.</p> <p>QRP comment noted. The applicant has confirmed that the space would be delivered to a shell-and-core specification, providing a high degree of flexibility for future occupiers. The scheme has been revised and proposes 539 square metres of flexible workspace, which the applicant sets out would help to ensure that the proposed commercial units would remain viable and occupied.</p> <p>QRP comment noted. The applicant team are currently having discussions with the Council's regeneration team on the range of tenants</p> <p>QRP comment noted. Playspace is now also proposed on the 6th and 8th floor wings of the eastern and western building. The shortfall (1,077 square metres) in on-site play space provision arises from the physical constraints of the site and the requirement to accommodate extensive biodiverse green roofs across large areas of the sixth- and eighth-floor roof levels of the western and eastern buildings. These</p>
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	<p>roofs are necessary to meet Urban Greening Factor and biodiversity net gain requirements. Notwithstanding this, Indoor playspace is currently also being proposed by the applicants</p>
<p>Site layout and masterplan</p> <p>The panel would like to see the tower and massing on the southeastern corner of the site moved westwards to allow more generous public space on the corner of the site and retention of the existing tree. Given the Crossrail 2 constraints, this may require a rebalancing of massing on the site.</p> <p>The existing two-storey buildings on the southern and northern corners are not included in the development. However, they balance the density of the proposal, which builds on almost the entire remaining footprint of the site.</p> <p>As the building heights in the wider site allocation have been increased beyond the intentions of the original masterplan, the undeveloped corners of this site will also offer some relief from this emerging context.</p> <p>The panel understands that the corner sites are not currently within the project team's control but suggests</p>	<p>QRP comment is noted however the rebalancing of the massing on the site is not possible due to the constrained nature of the site associated with the Crossrail 2 tunnel. The applicant's design team has explored alternative layouts to retain the tree; however, due to the constrained nature of the site this is not feasible. Officers consider the public space without the tower/massing moving is acceptable.</p> <p>QRP comment noted.</p> <p>QRP comment noted.</p> <p>As a response to QRP comments the applicant has produced a few high-level indicative masterplan options to confirm that the proposal would not compromise</p>

<p>producing a few high-level options showing how they could best support the scheme and the wider masterplan.</p> <p>In the long-term, if the southern and northern corner sites become available, the panel recommends that they are used for wrap-around, green spaces, rather than developed for more housing.</p> <p>The resident amenity space, particularly children's play, would be more successful at ground floor level, improving accessibility and surveillance.</p> <p>Raphael House, on the southern corner site, would be a good location for a green open space. This could offer play space and bike storage at ground level. It could also have landscaping linking through Penstock Tunnel to Alexandra Park.</p>	<p>the coordinated development of the remaining land within the site allocation.</p> <p>QRP comment noted.</p> <p>The QRP comment is noted. The provision of ground-level play space has been carefully considered; however, due to the constrained nature of the site, safeguarding requirements associated with the Crossrail 2 tunnel, and the need to accommodate active frontages and servicing at ground level, podium-level amenity space is considered the most appropriate solution. The podium play spaces would be fully accessible, and overlooked by surrounding dwellings to provide passive surveillance.</p> <p>QRP comment noted. The applicants acknowledges that Raphael House presents a potential long-term opportunity, either for a distinctive marker building, or should redevelopment not come forward, for complimentary public realm enhancements such as a small pocket park associated with the Penstock Tunnel installations.</p>
<p>Height and massing</p> <p>The panel is comfortable with the proposed height and massing, which has been well tested with the emerging townscape cluster of taller buildings.</p>	<p>QRP support noted.</p>

<p>However, the 22-storey tower is very close to the future 27-storey tower on the site immediately to the southeast. Moving it westwards towards the eight storey wing would allow glimpses through to Chocolate Factory Square.</p> <p>The panel understands that the potential future Crossrail 2 tunnel beneath the site is a technical constraint on the location of the tallest block, but asks for further work to be carried out to push this further and safeguard space on the southeastern corner.</p>	<p>QRP comment noted however the massing has been tested extensively and is constrained by the safeguarded Crossrail 2 tunnel. The current tower siting balances townscape impact, daylight considerations, and technical constraints.</p> <p>QRP comment noted however the applicants have set out in the Building Position Justification Report, that the layout and building positions have been strongly influenced by the Crossrail 2 Safeguarding Zone beneath the site, which restricts foundations and limits building loads to the equivalent of 4–6 storeys above the tunnel.</p>
<p>Public Realm</p> <p>The panel acknowledges that the southern side of Coburg Road is not within the site ownership, but the success of the scheme relies on these street trees. The wider masterplan for the area also establishes Coburg Road as a treelined boulevard, which will be an essential feature of the new neighbourhood.</p> <p>For residents arriving home, the quality of Coburg Road will shape their arrival experience. The public realm should be approached as one coherent space, and the panel asks for assurance that the street trees will be delivered.</p>	<p>QRP comment noted.</p> <p>QRP comment noted. Street trees will be delivered on Coburg Road as part of phase 4 and 5 of the Alexandra Gate development. Street tree planting along the northern side of Coburg Road is not feasible due to the limited footway width on this side of the street. Notwithstanding this constraint, the applicant has agreed to pay a contribution towards new tree planting within a 500m radius of the site as a mitigation solution to compensate its</p>

<p>The junction of Coburg Road and Clarendon Road is an important nexus in the street network, between the new civic spaces of Chocolate Factory Square and Clarendon Square. The panel urges the retention of the existing mature trees on this corner, which provide shade and aid wayfinding.</p> <p>The corner should also be sufficiently generous to lead people towards the new civic spaces and routes onwards. It does not have to be large, but should create a moment for pausing and should aid orientation.</p> <p>The panel is not convinced that the two-storey colonnade at the base of</p>	<p>loss. This will be secured by the director's letter.</p> <p>QRP comment noted. The applicant's design team has explored alternative layouts to retain the existing mature trees; however, the constrained nature of the site, together with the requirements of the Crossrail 2 Safeguarding Zone, has significantly influenced the final layout and design. 11 new trees on the second-floor podium are proposed. As a result, the development would deliver a net increase of 8 trees on the site. Notwithstanding this, to compensate for the loss of the mature trees the applicant has agreed to pay a contribution towards new tree planting within a 500m radius of the site as a mitigation solution to compensate its loss. This will be secured by the director's letter.</p> <p>QRP comment noted, to address this the applicant team has created the activation of Western Road corner to connect with public realm improvements to the tunnel entrance.</p> <p>QRP comment noted however the applicant advises that the colonnades are designed primarily to articulate and accommodate communal residential entrances rather than spill-out public space. Recessed and chamfered entrances provide clear thresholds, activate key corners and maintain residential privacy. Officers consider this approach delivers legible access</p>
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<p>the building fits in with the area. The colonnade is also not deep enough to accommodate spill-out activity, or to act as part of the public pavement. The panel should look at successful precedents, such as those found in Italian cities, to inform the design. A solution for the ground floor treatment, that better addresses the site, is needed.</p> <p>The panel is concerned that the planting proposed under the colonnade will not thrive without an irrigation system, and will need a lot of maintenance. However, there is a need to green the lower levels of the building, particularly if the mature existing trees are removed.</p> <p>The panel suggests providing climbers up the building façades instead of planters under the colonnade. These are more likely to survive and contribute to urban greening, and will save space</p>	<p>and active frontages appropriate to the site and its constraints.</p> <p>QRP comment noted, to address this the planting has now been removed from under the colonnade and the greening is incorporated into the ground floor dwellings in the form of raised planters providing defensible space, providing on-street greening.</p> <p>QRP comment noted, the suggestion to incorporate climbers on the building façades was explored by the project team; however, this approach was not considered feasible. The proposed façades incorporate a high proportion of windows and inset balconies which limit suitable continuous wall surfaces for climber planting. In addition, the building height, exposure, long-term maintenance requirements and potential risks to the building fabric were considered to make façade climbers impractical and unreliable in this location. Instead, greening has been successfully integrated through extensive green roofs, podium landscaping and tree planting, which provide a more robust, maintainable and effective contribution to urban greening and biodiversity objectives.</p> <p>QRP comment noted, to address this the details of the raised planters integrated into the maisonettes will be secured by condition.</p>
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<p>The maisonettes with individual front doors and landscaping onto New Street are welcome. The project team should design realistic front gardens, embedding low maintenance, deliverable green space into the scheme so that it will not be removed in value engineering processes, and will contribute to the character of New Street</p>	
<p>Podium garden</p> <p>The project team has achieved a podium garden that meets the required amenity and play space quantity for a dense development. However, the quality should be improved during the next design stage, particularly as it is the only amenity provision on the site.</p> <p>The panel asks that the views from the podium garden over the future Chocolate Factory Square, and the wider views to Alexandra Palace and Park, are safeguarded, even if the corner sites are redeveloped in the long-term.</p> <p>If these corner sites are developed beyond two storeys, the podium</p>	<p>QRP comment noted, the details of the amenity provision on the podium gardens will be secured by the landscaping condition.</p> <p>QRP comment noted. The applicant has shown in their landscape design that views from the podium garden over the future Chocolate Factory Square, and the wider views to Alexandra Palace and Park, are safeguarded The applicants have also shown in their master plan that if both corner sites were developed these views can still be safeguarded</p> <p>QRP comment noted. The podium is kept as open as possible which</p>

<p>garden will be enclosed on all sides. This is likely to cause issues with overshadowing and acoustics, making the garden less usable and preventing residents from opening their windows. The podium should be kept as open as possible.</p> <p>The internal access to the podium garden involves long and narrow corridors. This should be simplified. The lobbies by the garden entrances should also be more generous to create a sense of arrival for residents.</p> <p>The project team should check that the podium garden space and all resident balconies will be usable, given the overshadowing likely from the future 27- storey tower immediately to the south on the Alexandra Gate site.</p> <p>A significant irrigation system and sufficient loading would need to be integrated into the podium garden design for it to achieve the project team's verdant vision, which includes grass and trees. Given the cost implications, combined with climate change, there is a danger that this approach will fail and be replaced by artificial grass or similar.</p> <p>The panel recommends instead designing low-maintenance landscaping from the outset that does not require high water consumption.</p>	<p>enables the podium garden to be more usable.</p> <p>QRP comment noted. To address this, the layout has been refined to ensure the length of corridors and distance from both cores to external access to the podium is very short and direct.</p> <p>QRP comment noted. The applicant has demonstrated that the podium garden space and all resident balconies will be usable.</p> <p>QRP comment noted. The applicant has demonstrated through the indicative masterplan that any future development of the corner sites would still allow daylight penetration to the podium garden and maintain outward views.</p> <p>QRP comment noted. The details of the irrigation system and loading integrated into the podium garden will be secured by the landscaping condition.</p> <p>QRP comment noted. To address this the applicant has submitted a detailed landscape planting schedule. The</p>
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<p>This can still create an attractive and usable garden, and will be more climate resilient too</p> <p>The maintenance of landscaping is fundamental to the scheme's success. The panel asks Haringey Council and the project team to put a management plan in place, including a process to procure high-quality landscape contractors</p>	<p>details of the landscaping will be secured by condition.</p> <p>QRP comment noted. The details of the landscaping management scheme will be secured by condition.</p>
<p>Housing</p> <p>The panel supports the proposed number of homes per floor and per core in the towers and is pleased to see inset balconies provided. Both measures help to create higher-quality, more liveable homes</p> <p>It is also positive that the maisonettes have their own front doors, and that deck access is proposed for part of the</p>	<p>QRP support noted.</p> <p>QRP comment noted however it is only feasible to provide the deck access at</p>

<p>scheme. These design choices foster a sense of home and neighbourliness. The project team should explore whether deck access can be applied to other parts of the development too.</p> <p>The panel asks that the physical, social and psychological aspects of tall and dense housing are investigated. The design should nurture a strong vertical community, focusing particularly on thresholds and meeting points, such as entrance lobbies and lifts.</p> <p>The panel also suggests engaging with the project teams of the recently completed Clarendon Gasworks masterplan immediately to the south, and learning from their post-occupancy evaluation</p>	<p>the lower levels within the wings as there are only four homes per floor to each tower and each home is on a corner of the tower and therefore dual aspect.</p> <p>The tower elements do not lend themselves to deck access due to their height and configuration</p> <p>As a response to QRP comments the scheme includes a communal entrance of the eastern building positioned in front of the workspace that is recessed, to foster a communal atmosphere with integrated seating, encouraging interaction and rest stops. Communal entrances are strategically placed within the colonnades to create a clear presence on the street. The core entrance is placed in the corner, clearly visible, generous and welcoming.</p> <p>As a response to QRP comments the applicant team has confirmed that they engaged with the project teams of the Alexandra Gate development (formerly Clarendon Square) at the pre-application stage .</p>
<p>Architecture and materiality</p> <p>The chamfered corners of the two tower blocks result from the technical loading constraints of the potential Crossrail 2 tunnel. However, they contribute to the character of the scheme.</p>	<p>QRP comment noted.</p>

<p>To establish a more intentional relationship, the panel recommends that the chamfers should face each other across the podium garden. The chamfer on the 14-storey tower should also be more pronounced, and more legible from ground level.</p> <p>The project team should develop a consistent treatment to the two-storey base, potentially exploring wrapping the colonnade around all sides of the building, or developing a more appropriate solution for the site</p> <p>Further work is needed to resolve the junction between the 22-storey tower and the eight-storey wing. The panel suggests finding a simple solution, perhaps with the tower extending to meet the ground.</p> <p>The elevations are developing well, but the panel asks for the emphasis either on horizontality or verticality to be clarified.</p> <p>The materials and colour palettes selected are a successful combination. It will be important to select a robust, attractive brick that</p>	<p>QRP comment noted however Officers consider that although the chamfers would not face each other along the podium garden, the design of the chamfers and their relationship. is acceptable, and they would be visible from each other</p> <p>The design of the colonnade was amended in response to QRP comments to make it consistent and to wrap around the corner to extend along the whole length of both the Coburg Road and Clarendon Road frontages of the application site.</p> <p>QRP comment noted, to address this the design has been refined so that the edge of the recessed loggia in the shoulder block aligns precisely with the edge of the recessed corner balconies of the tower. In addition, the vertical banding on the tower has been calibrated to match the rhythm of the banding on the lower floors, ensuring a coherent and elegant architectural relationship between the two elements.</p> <p>QRP comment noted. The Design Officer notes that a rhythm of expressed vertical and horizontal banding break up the facades and relate back to the urban context, in particular picking up on the designs of neighbouring industrial buildings such as the Chocolate Factory.</p> <p>QRP comments noted. Details of the material and colour palettes will be secured by condition.</p>
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<p>works with the proposed tones and textures.</p> <p>The rooftop designs should be developed, considering parapets or screening for any protruding plant equipment, photovoltaic panels or lift overruns.</p>	<p>QRP comments noted, to address this the rooftop design will include parapets to screen protruding plant equipment, photovoltaic panels or lift overruns</p>
<p>Sustainability</p> <p>Sustainability has informed design decisions, and has been successfully embedded. This dialogue should be maintained as the scheme develops</p> <p>The panel supports the use of external blinds or shutters to mitigate overheating. The project team should investigate how successful this strategy has been on recently delivered schemes, such as the BBC Television Centre affordable housing development by Maccreanor Lavington</p> <p>Further thinking is required about water management. Considering the extent of hard-standing, both in the current and emerging contexts, the</p>	<p>QRP support noted. Regular sustainability workshops have informed the design development of the scheme.</p> <p>QRP support noted. As a response to QRP comments the applicant team has demonstrated within the Design and Access Statement how they have explored the affordable housing development by Maccreanor Lavington The Design Officers notes that the roller shutters proposed will feature a checkerboard pattern consistent with the wider architectural language, avoiding the blank, utilitarian appearance often associated with such systems. Their mechanisms and housings will be fully concealed within the depth of the lintel, ensuring a clean and refined façade.</p> <p>QRP comment noted. In regards to water run-off. The Lead Local Flood Authority does not object to the proposed development subject to the imposition of conditions</p>

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

Assessment

Form, Bulk and Massing

- 6.7.9 The proposals comprise two principal blocks that would deliver the majority of a potential enclosed perimeter block on this modest-sized urban site. The two corner plots lie outside the applicant's ownership, but they offer clear future infill opportunities that could complete the block in a coherent and well-integrated manner. The scheme has been designed with blank party walls at the ends of the two deck-access shoulder wings, positioned directly on the boundaries with the corner plots to facilitate this future development potential. At the same time, the scheme intentionally retains a 'half-gap' between the taller elements and the corner boundaries, ensuring appropriate access, maintaining permeability, and preventing an overly enclosed block form.
- 6.7.10 The height and bulk of the individual elements are deliberately calibrated to their immediate street context, both in the towers and in the shoulder wings. This is expressed most clearly in the tallest tower marking the primary crossroads at Coburg Road and Clarendon Road, while the secondary junction of Western Road and the new east–west street is appropriately signalled by a shorter tower. The southern shoulder wing presents eight storeys to Coburg Road, whereas the northern shoulder wing steps down to six storeys along the new east–west street, reflecting its more modest, residential character.
- 6.7.11 This contextual response is further reinforced through the architectural treatment of the base. The taller tower and its associated wing, located on the major east–west and north–south routes, incorporate a two-storey arcaded base, providing a strong civic presence. In contrast, the Western Road frontage and the corner turning into the new street adopt a single-storey base, consistent with the reduced scale of these streets.

6.7.12 Along the new east–west street, the residential frontage intentionally inverts this hierarchy. Here, there is no architectural base; instead, the building is grounded through a robust masonry frontage and front gardens serving three-storey maisonettes, with three levels of deck-access flats above. This creates an appropriately domestic scale and character for this quieter residential street.

Urban Form and Streetscape

6.7.13 The extent of active frontage delivered by the proposal is particularly strong. The scheme fronts onto Coburg Road, identified as the principal east–west town-centre and civic ‘high street’ within the Heartlands Growth Area, and onto Clarendon Road, the main north–south pedestrian-priority street linking the two emerging urban squares—Chocolate Square and Alexandra Gate—both of which are approved in detail and partially constructed.

6.7.14 The entirety of these two key frontages is articulated as a columned, two-storey arcade. This incorporates predominantly clear-glazed ‘shopfront’ elevations to two substantial ground-floor workspace units, the generously sized main residential lobby, and a further lobby serving the first-floor workspace. Only a small proportion of the ground-floor frontage is occupied by essential plant (including an electricity substation) and refuse access. The first floor of the arcade will be fully glazed to the business units above. The arcade design is expected to be generous, uncluttered and robust, with high-quality metallic detailing to the columns and architectural elements.

6.7.15 At the north-western corner, where the scheme fronts Western Road and turns into the new east–west street, the proposal comprises an additional commercial unit on Western Road and a prominent residential entrance on the corner. This frontage is expressed as a single-storey base—appropriate to the reduced height at this point—while still maintaining a strong architectural presence. Although this section does not continue the full arcade, the materials and detailing will match the two-storey arcade on the busier southern and eastern elevations.

6.7.16 Behind the residential core entrance, a short stretch of single-storey utilitarian façade is unavoidable to accommodate refuse stores and means of escape. This then transitions into a row of three-storey maisonettes with individual front doors and windows at ground level, mirroring the approved and constructed maisonettes opposite. These homes introduce a quieter residential character to the new street, with angled entrance recesses, ground-floor kitchen-dining windows providing passive surveillance and raised front-garden planters contributing to a domestic scale.

6.7.17 The central part of the development is formed by a two-storey podium, set back from the street frontages. This provides an efficient location for ‘back-of-house’ functions, including extensive ground-floor plant and significant cycle-storage provision at first floor. Two controlled service routes—one narrow access path

north of the taller tower from Clarendon Road, and a wider access route south of the lower tower from Western Road—provide, respectively, fire-escape and maintenance access, and covered access for cycle parking (via a dedicated cycle lift) and servicing.

- 6.7.18 Taken together, these elements ensure that active, engaging street frontages are achieved throughout the development, calibrated to the character and function of each street. Ground-level landscaping is intentionally modest along the busier frontages, while the more residential New Street benefits from a softer landscape treatment. The scheme will also benefit from the widened pavements and new street trees delivered as part of the Alexandra Gate development on the south side of Coburg Road, alongside the existing mature trees lining Western Road.

Elevational Composition, Fenestration and Balconies

- 6.7.19 The street-facing elevations of all blocks have been carefully composed to be well-proportioned, attractive and visually engaging. Each block incorporates a clearly defined base, scaled appropriately to its overall height, grounding the buildings within their busy street settings. Above this, the elevations transition into a distinct residential middle, with each tower culminating in a well-articulated “crown” at the top floor. A deliberate rhythm of vertical and horizontal banding breaks up the façades and anchors the architecture within its urban context, drawing particular reference from neighbouring industrial buildings such as the Chocolate Factory.
- 6.7.20 Within this overarching architectural language, contextual variation is introduced. The taller tower and its associated shoulder block, addressing the more prominent frontages to Coburg Road and Clarendon Road, feature stronger vertical banding. In contrast, the Western Road frontage and the new east–west street adopt a more horizontal emphasis. Private balconies are inset at the tower corners, set behind deep loggias whose columns extend the arcade rhythm along the Coburg Road shoulder. On the northern shoulder, the podium incorporates an open framework of three storeys of communal access decks on the north side, contrasting with the more robust masonry expression of the three-storey maisonettes below.
- 6.7.21 The podium elevations, at four and six storeys, adopt a more domestic character, designed to encourage community interaction between balconies, access decks and shared open spaces. As the towers rise above their shoulders, they become true 360-degree buildings, with a consistent architectural expression to all sides, reflecting their wider visibility within the townscape. The end façades of the shoulder blocks—designed to allow for potential future development on the adjacent corner plots—are intentionally plain but relieved with a checkerboard brick pattern, ensuring they remain visually acceptable for as long as the neighbouring sites remain undeveloped.

6.7.22 Window and balcony treatments vary according to whether the façade has a vertical or horizontal emphasis or is internal to the podium. On vertically emphasised elevations, windows are generally floor-to-ceiling and divided into two or three panes, with Juliet balconies where required. Full-depth balconies incorporate painted metal balustrades that complement the window framing and other contrasting elements, contributing to a strong vertical composition and a sense of civic presence while ensuring generous daylight and a human scale. On horizontally emphasised façades, the banding forms brick balcony balustrades with a metal handrail, and windows are wider and shallower, typically in three panes. Across all façades, windows are framed by deep contrasting lintels designed to accommodate integrated solar shading.

Materials and Detailing

6.7.23 The materials palette is deliberately bold yet simple, chosen to reinforce the elevational composition, ensure long-term durability and deliver an attractive, civic-scaled architectural character. The primary materials comprise a white/light-grey brick and a contrasting deep green tone expressed through glass-reinforced concrete (GRC), metalwork and glazed brick. This green materiality is consistently deployed at the base of the buildings—within the two-storey colonnade, the single-storey base, the maisonette ground-floor elements, and all doors, windows, metal balconies and balustrades, as well as the crown features of the taller tower.

6.7.24 The brickwork, mortar and pointing will use two closely related bricks: a 'white and a 'white, with grey accents'. These are sufficiently distinct to articulate subtle variations in vertical and horizontal banding, checkerboard patterns and other façade detailing. Warm buff-coloured mortar is proposed to introduce a degree of warmth to what could otherwise be a cooler palette. Overall, the light grey brick tones will complement the emerging civic character of the Coburg Road area, consistent with the material approach approved for the neighbouring Alexandra Gate. The detailed physical samples of the brickwork, mortar and pointing will be secured by condition.

6.7.25 The proposed glass-reinforced concrete GRC would provide a robust and visually striking base, particularly suited to high-traffic and hard-working areas. Accents of glazed brick will add richness and visual depth, catching sunlight and artificial light to create a subtle sparkle within the public realm. Matching green metalwork will continue this theme across the more brick-dominated upper levels and into the crown of the taller tower, while the lower tower adopts a similar but more restrained brick-based crown.

6.7.26 Deep green metal lintels to residential windows and patio doors are designed to incorporate integrated sunscreens, ensuring that overheating mitigation is embedded from the outset where required—primarily on eastern, southern and western elevations. The roller shutters themselves would feature a checkerboard

pattern consistent with the wider architectural language, avoiding the blank, utilitarian appearance often associated with such systems. Their mechanisms and housings will be fully concealed within the depth of the lintel, ensuring a clean and refined façade.

Design Summary

6.7.27 The overall form, bulk and massing of the scheme would coherently support the wider neighbourhood transformation and successfully prioritise the most important streets within a well-executed perimeter-block layout. In urban-form and streetscape terms, the proposals deliver an exceptionally high level of active frontage, while discreetly and efficiently accommodating all necessary back-of-house functions.

6.7.28 The elevational composition is particularly strong, with a well-judged rhythm of banding and a clear gradation from base to middle to top. Fenestration and balcony design provide high-quality living conditions, incorporating effective screening to address solar gain and privacy. The proposed materials and detailing are of a high standard—coherent, robust and durable—and align convincingly with the emerging civic character of the Coburg Road core of the Heartlands area.

6.8 Residential Quality

General Layout, Indoor and outdoor space/accommodation standards

- 6.8.1 The mixed-use development is to be arranged across the eastern building, western building and podium building, with frontages addressing Coburg Road, Western Road, New Street and Clarendon Road. The ground floor comprises four maisonettes accessed directly from New Street and arranged across the ground, first and second floors, alongside two residential core entrances serving the upper-floor dwellings. The ground floor also accommodates separate residential and commercial refuse stores, commercial cycle storage, three flexible commercial units, and associated plant and service rooms.
- 6.8.2 At first floor level, the development would provide three residential dwellings, six residential cycle stores (including one accessible cycle store), four flexible commercial units, a commercial workspace breakout area, and additional service rooms.
- 6.8.3 The layout of the upper floors are designed to maximise amenity whilst promoting neighbourliness, with no more than six dwellings per floor within the wings and no more than four dwellings per floor within the towers. Dwellings at the lower levels are accessed via a communal deck.
- 6.8.4 A communal podium at second floor level includes dedicated play space for children aged 0–4 years. Further communal podiums and terraces are to be provided at sixth and eighth floor levels, each incorporating play space for children

aged 5–11 years. The sixth and eighth floors also incorporate extensive green roofs. Mechanical plant and photovoltaic arrays are located at roof level on the towers.

6.8.5 Twelve blue Badge parking bays are to be provided on the adjacent public highway directly fronting the site, as set out below;

- 5 x bays on New Street
- 2 bays in the Chocolate Factory Phase 1 Block E2 Car Park
- 4 bays on Clarendon Road
- 1 bay on Western Road

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

6.8.7 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved.

6.8.8 All proposed dwellings would exceed minimum space standards including bedroom sizes, complying with policy.

6.8.9 All dwellings would be provided with private amenity space in the form of south or west facing balconies, with the four-bedroom ground-floor dwellings additionally benefiting from private rear gardens. This provision and size of the private amenity space meets the requirements of the Mayor's Housing Supplementary Planning Guidance (SPG). All new homes would also have access to shared communal podium courtyards and terraces at second, sixth and eighth floor levels, which incorporate dedicated children's play space. In addition, residents would benefit from the proximity of a number of nearby public parks, providing further opportunities for informal recreation and outdoor amenity.

6.8.10 All dwellings would have a minimum floor to ceiling height of 2.5 metres and considerable care has been taken in the layout of dwellings within the buildings with the ground floor four bed maisonettes, accessed directly from New Street set back from the walkway above for enhanced privacy. Entrances to and circulation within blocks is spacious and benefits from external windows providing a decent amount of natural light to some upper floor corridors. Each core has a prominently located street entrance, in highly legible and active locations, a fully glazed entrance hall, in attractive, durable materials, opening directly off the public street,

leading through relatively short corridors to double stairs and double lifts. Each building would feature no more than 6 homes per floor in the wings, and no more than four homes per floor within the towers with a lift serving each of the floors. Dwellings at the lower levels would be accessed via a communal deck, which provides shared circulation space. All dwellings would be well laid out to provide useable living spaces and sufficient internal storage space. The homes are considered to be acceptable in this regard.

- 6.8.11 All dwellings have been carefully designed to be dual or triple aspect, with only one dwelling (0.6%) proposed to be single aspect (north facing) whilst preserving privacy to the existing neighbours. This is considered to constitute high quality accommodation.

Accessible Housing

- 6.12 Policy D7 of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents if/when needs arise. Policy SP2 of the Local Plan 2017 is consistent with this, as is Policy DM2 of the DM DPD 2017 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

- 6.8.13 All dwellings would be designed to comply with Building Regulations M4 (2), with 10% of the development meeting M4(3) wheelchair accessible standards. The wheelchair accessible homes would be both two and three bed homes and located at second, third, fourth, fifth, sixth and seventh floor levels within the eastern building, and at third, fourth and fifth floor levels within the western building; providing variety to the size and location of these homes.

- 6.8.14 Both the eastern and western building provides step free access throughout and would incorporate a passenger lift suitable for a wheelchair user. Twelve Blue Badge parking bays are to be provided to serve the development. This will be discussed further in the transport and parking section of the report.

Child Play Space provision

- 6.8.15 Policy S4 of the London Plan 2021 seeks to ensure that development proposals include suitable provision for play and recreation. Policy SP2 of the Local Plan 2017 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 of the Local Plan 2017 underlines the need to make provision for children's informal or formal play space.

- 6.8.16 The child yield for the proposed development has been calculated in accordance with the current Greater London Authority (GLA) Population Yield Calculator, having regard to the proposed unit mix and tenure. This identifies a total child yield

of 138.7 children, resulting in a policy-compliant play space requirement of 1,387 square metres across all age groups.

6.8.17 The proposed development would provide a total of 310 square metres of on-site dedicated children's play space, resulting in an overall shortfall of 1,029 square metres when assessed against policy requirements. The shortfall in play space provision is broken down as follows:

- 0–4 years: 197 sqm provided (shortfall of 399 sqm)
- 5–11 years: 80 sqm provided (shortfall of 381 sqm)
- 12–15 years: 0 sqm provided (shortfall of 216 sqm)
- 16–17 years: 33 sqm provided (shortfall of 33 sqm)

6.8.18 The shortfall in on-site play space provision arises from the physical constraints of the site and the requirement to accommodate extensive biodiverse green roofs across large areas of the sixth and eighth floor roof levels of the western and eastern buildings. These roofs are necessary to meet Urban Greening Factor and biodiversity net gain requirements. However, the 4 bed maisonettes would benefit from a private rear garden and the upper floor family dwellings would benefit from usable private balconies.

6.8.19 Notwithstanding the on-site shortfall, the site benefits from close proximity to a range of existing parks and open spaces. Hornsey Park which provides an octagonal tower built on a mound providing climbing and exploration through height is located approximately 340 metres from the site, Wood Green Common which has a recently installed new play area is approximately 500 metres from the site, Alexandra Park which provide a large play area is approximately 950 metres from the site, and other larger play facilities within New River Village are also within walking distance. Penstock Tunnel in close proximity to the site is currently being upgraded and will provide playable landscape. These facilities fall within the recommended catchment distances set out in the Mayor's Play and Recreation Supplementary Planning Guidance and cater for all age groups.

6.8.21 Although it is considered, in what is an urban area, a not insignificant level of amenity / play space secured for the proposal, and which would also benefit from existing surrounding amenity / playspace space, there is a shortfall. In order to mitigate this, the applicant has agreed to make a financial contribution of £131,765 towards off-site play provision in accordance with paragraph 9.20 of the Planning Obligations SPD (2018). The financial contribution would be put towards off-site provision, including the creation of new children play spaces or improvements to existing provision, it is within 200 metres of the development site and where it can be demonstrated that it fully satisfies the needs of the development whilst continuing to meet the needs of existing residents, This will be secured by a Directors' agreement letter. Notwithstanding this, the applicant will also be

providing an indoor community play area within the commercial floor space proposed to meet the needs of existing and future residents. The details of the indoor community playspace can be secured by condition.

Outlook and Privacy

6.8.22 The layout and orientation of the buildings would ensure that the majority of dwellings benefit from an open aspect over surrounding streets, podium spaces or wider townscape views. The arrangement of the towers, wings and podium elements avoids excessive enclosure, with stepped massing and building separation helping to maintain a good outlook for residents, particularly within the lower-level dwellings, whilst also allowing passive surveillance and animation to the playspace at the podium levels.

6.8.23 Establishing an acceptable level of privacy between dwellings has been carefully considered. Appropriate separation distances would be maintained between facing habitable room windows, and the location and orientation of balconies have been designed to minimise direct overlooking. All balconies are either west or south facing, directing outlook away from neighbouring residential buildings to ensure a degree of privacy.

There are a small number of locations where some degree of privacy sensitivity may arise in relation to communal circulation and amenity areas, particularly for homes facing the podium garden, access decks and roof terraces. The flats and maisonettes on the north side of the podium have their living room spaces with lower privacy sensitivity set behind short private roof terraces, which residents can use to enhance privacy if desired. There is one bedroom overlooking the sixth-floor roof terrace, and a living room and kitchen overlooking the eighth-floor terrace, but all of these are proposed to be screened by raised planting beds.

6.8.24 The maisonettes would benefit from clearly defined private rear gardens with defensible space, providing a degree of separation from shared circulation areas and the public realm.

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

Daylight/sunlight/overshadowing

6.8.26 Daylight and sunlight levels within the proposed residential accommodation would generally meet the BRE Guidelines, which represents a strong outcome for a high-density scheme. For daylight, 336 of the 447 habitable rooms (75%) would achieve or exceed the recommended levels. The majority of rooms seeing lower daylight levels than recommended (61 out of 111) are bedrooms, which, in general, have a lower expectation of daylight than living areas. The remaining 50 rooms are split as follows: 11 kitchens, 8 living rooms and 31 combined living/ kitchen/dining rooms.—typically occur in homes where windows sit behind balconies with further

balconies above, a configuration that nonetheless provides valuable private outdoor space. Overall, given the density and urban context, the daylight performance is considered good.

6.8.27 For sunlight, 81% of homes (122 of 150) would contain habitable rooms facing within 90° of due south, and 61% (92 homes) would have at least one room receiving the BRE-recommended 1.5 hours of sunlight, with 70 units meeting the full guideline. While this performance is less strong than the daylight results, it is considered acceptable for a high-rise, high-density development in its surrounding context.

6.8.28 All three communal amenity spaces would exceed the BRE recommendation of at least two hours of sunlight at the solstice. The podium and northern roof terrace would each receive around 3.5 hours, while the southern roof terrace would benefit from an exceptional six hours. This demonstrates that, even where individual flats may not achieve full sunlight compliance, residents would have access to well-sunlit communal outdoor spaces. The podium results in particular address earlier officer and QRP concerns and indicate capacity to accommodate future development on the corner plots while retaining acceptable sunlight levels. All homes also benefit from a private balcony or terrace, most of which would receive more than the recommended sunlight.

6.8.29 It is widely recognised that residents place greater value on sunlight to their amenity spaces than to their living rooms, appreciating the ability to sit outdoors in the sun and to enjoy views from living spaces onto sunny external areas. Excessive sunlight into living rooms can also contribute to overheating and reduce comfort. Given that all residents would have access to sunny communal spaces, most would have sunny private amenity space, and a reasonable proportion would receive sunlight to their living rooms, the overall sunlight provision is considered acceptable on this occasion.

Other Amenity Considerations

Air Quality

6.8.30 Part A of Policy DM23 of the DM DPD 2017 requires all development to consider air quality and to improve or mitigate the impact on air quality in the borough and for users of proposed development.

6.8.31 The Pollution Officer is satisfied that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. The Council's Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust. (This is covered in more detail under paragraph 6.13 of the report).

- . The Council's Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust

Noise

6.8.32 Part E of Policy DM23 of the DM DPD 2017 states that a noise assessment will be required to be submitted if the proposed development is a noise sensitive development, or an activity with the potential to generate noise.

6.8.33 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that the air source heat pumps, as well as mechanical ventilation with heat recovery units (MVHR) proposed are enclosed in a solid barrier with an absorptive inner face, extending 1m above the tops of the air source heat pumps, to suitably control plant noise emissions. This would be secured by a condition.

Lighting

6.8.34 Policy DM23 of the DM DPD 2017 seeks to ensure that development proposals that include external lighting must mitigate potential adverse impacts from such lighting.

6.8.35 Lighting throughout the site is proposed, details of which will be submitted as required through the imposition a condition so to ensure that the scheme is adequately lit for safety reasons, whilst ensuring that there is no material adverse impacts on future occupiers of the development and neighbours.

Waste

6.8.36 Policy DM4 of the DM DPD 2017 seeks to ensure that all proposals make on-site provision for general waste.

6.8.37 The communal waste stores serving the residential units are to be located within both the eastern and western buildings. Refuse collection for the eastern building would be undertaken from Coburg Road, with collections taking place on-street and designed to be integrated into, and safeguarded as part of, future public realm improvements along Coburg Road. Refuse collection for the western building will be carried out from the proposed inset loading bay on New Street. In both cases, the distance between the waste stores and the collection points is within 10 metres, in accordance with operational requirements.

6.8.38 The applicant has agreed to providing details of a finalised operational waste management strategy confirming weekly residential refuse collection for the communal system, management responsibilities, and monitoring arrangements; detailed bin store layouts and access drawings demonstrating safe operation and compliance with the Council access standards; and a Commercial Waste Management Plan. The Council's Waste Management Officer is satisfied these matters can be adequately addressed at a later stage, and as such can be secured by the imposition of a condition.

6.8.39 The applicant has confirmed that refuse collection for the commercial element will be organised via a private contractor or the Council's contractor depending on the end user.

Security

6.8.40 Secure by Design principles have been embedded into the layout and design of the development and have been informed by engagement with the Designing Out Crime Officer. The scheme promotes natural surveillance through active ground-floor frontages, clearly visible and legible entrances, and maisonettes with individual front doors addressing the street. Residential cores are designed to be transparent where possible and easily identifiable from the public realm.

6.8.41 Access to residential areas is to be controlled through secure entry systems, with doors, windows and balcony access doors designed to meet PAS 24 standards of the British Standards Institution. Communal areas, including podium spaces, cycle storage and refuse stores, would be securely located, well-lit and overlooked. External lighting would be designed in accordance with CIBSE and Secure by Design guidance, and public and private spaces are proposed as clearly defined, to provide defensible space and contribute to a safe and secure living environment.

6.8.42 The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.9 Impact on Neighbouring Amenity

- 6.9.1 Policy D6 of the London Plan 2021 outlines that design must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. Policy D14 of the London Plan 2021 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.9.2 Policy DM1 ‘Delivering High Quality Design’ of the DM DPD 2017 states that development proposals must ensure a high standard of privacy and amenity for a development’s users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and Sunlight Impact

- 6.9.3 The applicant’s consultants have undertaken a detailed and methodologically robust assessment of the proposal’s daylight and sunlight impacts on neighbouring homes. This includes the existing dwellings in Nilgun Canver Court (the completed residential element of the Chocolate Factory Phase 1 permission, the unbuilt remainder of that block (Block E1), the converted and extended flats in Parma House currently under construction, the permitted Phase 4 (Blocks H1-H3) of the Alexandra Gate development, and the emerging proposals for Phase 5 (Blocks G, H and J). The latter has been informed by collaborative workshops between the applicant and neighbouring design teams to minimise mutual impacts between the two schemes.
- 6.9.4 A key complexity in the assessment is the definition of an appropriate baseline. It would not be reasonable, nor consistent with the BRE Guide, to compare the proposals solely against the existing low-density industrial buildings and cleared sites that currently occupy parts of both this site and its neighbours. Instead, the extant and partially implemented Chocolate Factory Phase 1 extant permission which includes Block E1 and Block D forms part of the baseline for assessing effects on Nilgun Canver Court (formerly Block E2).
- 6.9.5 The applicant’s consultants also reference called-in and appeal decisions that refine expectations for acceptable daylight levels in dense urban regeneration areas, which have accepted VSC levels in the ‘mid-teens’ and recognise an absolute VSC loss of 3% as a threshold of perceptibility. Although these decisions pre-date the latest BRE revisions, their principles are largely incorporated into current guidance. The Mayor of London’s Housing SPG and the GLA Housing SPD similarly acknowledge that the 27% VSC guideline is based on low-density suburban conditions, and that VSC values above 20% are good in an urban context, with mid-teen values often acceptable.

- 6.9.6 The applicant's assessment indicates that the permitted but unbuilt Block E1 would experience a number of daylight and sunlight shortfalls against the BRE guidelines. For daylight, 41 of 67 windows would fall below the Vertical Sky Component guideline, although most would retain levels considered reasonable in a high-density urban context, with only a small proportion marginally below the adjusted target. Fourteen of 42 rooms would fall short of the No Sky Line measure. For sunlight, 32 of 63 relevant windows would not meet the BRE guideline, including a proportion serving bedrooms and kitchens where sunlight is less critical. These impacts must be considered in the context of a planned high-density town-centre environment, where reduced levels of daylight and sunlight are anticipated, and where Block E1 will front an active, well-lit public square. As Block E1 has not yet been constructed or occupied, no existing residents would be affected.
- 6.9.7 Overshadowing of the existing podium garden shared between Blocks E1 and E2 is already below BRE recommendations under Phase 1 of the Chocolate Factory extant permission. The proposals would not materially worsen this position, and the garden would continue to receive good sunlight during the summer months (April to August). The proposed roof terrace on Block E1 and the 'Chocolate Square' public open space would both continue to receive excellent sunlight levels. A small reduction in sunlight to solar panels on a lower roof of Nilgun Canver Court is identified, but this is assessed as marginal relative to the baseline.
- 6.9.8 At the Alexandra Gate development to the south, only impact on daylight is relevant, given the existing and proposed buildings' locations relative to one another. For Phase 4 (permitted but unbuilt), the majority of windows remain unaffected, with only 29 of 592 windows falling below BRE recommendations. These are generally dual-aspect living rooms close to the boundary, where overall daylight would remain good. For Phase 5, the assessment identifies areas where achieving acceptable daylight may be more challenging but indicates that appropriate design measures—such as larger windows and careful balcony detailing - should enable compliance at detailed design stage.
- 6.9.9 The BRE Guide emphasises that its standards are based on low-density suburban development and should not be rigidly applied to dense urban locations. GLA guidance reinforces this position. In this context, the daylight and sunlight performance of the proposed development—both within the scheme and in relation to neighbouring existing, permitted and emerging developments—is considered good for a high-density, tall-building scheme and location. The proposals would achieve an appropriate balance between optimising development capacity and maintaining acceptable levels of residential amenity.
- 6.9.10 Overall, the proposal is considered to have an acceptable impact on daylight and sunlight and is not considered to have a material adverse impact on surrounding residents and occupiers.

Privacy/Overlooking and outlook

- 6.9.11 The proposed development effectively forms a complete city block, aside from the two small corner plots, and therefore creates no 'back-to-back' relationships with any existing or consented neighbouring homes. All external relationships are across streets, where expectations of privacy are inherently lower. To the north, the separation to the recently completed homes in Nilgun Canver Court is approximately 14 m across the new street. To the south, the distance to the emerging Phase 5 Alexandra Gate development is around 17 m, with the loggia adding a further 2 m of separation along much of this frontage. Within the scheme itself, the only location where a true 'back-to-back' relationship could arise and where a higher expectation of privacy is therefore required is across the podium garden, where the separation is approximately 19 m. Should residential development come forward on either corner plot in the future, the layout of this proposal provides ample scope for those schemes to avoid any harmful overlooking.
- 6.9.12 It is commonly accepted that around 18 m is the distance at which facial recognition becomes difficult, and therefore distances of 18 m or more are generally considered to provide adequate privacy. On this basis, only the flats and maisonettes on the north side come close enough to neighbouring dwellings for any potential concern, and even here the 14 m separation is across a road and not significantly below the recognised ideal, and could easily be supplemented by residents using blinds or curtains if they choose. It is also accepted that an 18 metres distance in a built up urban environment is not always achievable, and an element of overlooking is unavoidable in an urban environment. However, it is considered that the proposal has sought to provide as much privacy as possible. Importantly, this relationship mirrors that already approved under the Chocolate Factory Phase 1 permission, which established a very similar arrangement between Nilgun Canver Court and the corresponding block on this site. The proposal therefore maintains an already accepted level of privacy within this part of the masterplan.

Other Amenity Considerations

- 6.9.13 Policy DM23 of the DM DPD 2017 states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.9.14 The submitted Air Quality Assessment (AQA) concludes, and officers agree, that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

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

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

6.9.17 Therefore, it is considered that the proposal would have an acceptable impact on neighbour amenity.

6.10 Parking and Highways

6.10.1 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. This approach is continued in Policies DM31 and DM32 of the DM DPD 2017.

6.10.2 Policy T1 of the London Plan 2021 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 of the London Plan 2021 sets out cycle parking requirements for developments, including minimum standards. Policy T7 of the London Plan 2017 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 of the London Plan 2017 sets out requirements for residential car parking spaces.

6.10.3 The site has a public transport accessibility level (PTAL) rating of 4 which is considered to have good access to public transport services. The nearest station to the site is Wood Green Underground Station which is a 9 minute walk away and Alexandra Palace National Rail station a 10 to 11 minute walk away. Two different bus services are accessible within 6 to 7 minutes' walk of the site. There will be enhancements to the bus network, one extended route will serve Western Road and another will serve Coburg Road, including a temporary bus stand. The site is located within Wood Green Outer Zone Controlled Parking Zone which restricts parking to permit holders Monday to Saturday 08:00 – 18:30.

Trip generation

6.10.4 The Transport officer has been consulted and notes that the applicant's TRICS-based assessment compares the existing education use with the proposed residential and commercial development. The current use generates activity

associated with around 60 people on site at any one time. For the proposed scheme, the assessment forecasts that most peak-hour movements will be made on foot, with public transport accounting for the majority of remaining trips. The commercial/workspace element is expected to generate a small number of peak-hour trips, all by sustainable modes. Although cycling demand is forecast to be low, overall trip-generation levels reflect the site's PTAL 4 rating and proximity to Wood Green Underground Station, local bus routes and Alexandra Palace rail station. In total, the development is expected to generate 117 two-way trips in the AM peak and 88 in the PM peak, with the majority undertaken by sustainable travel modes.

- 6.10.5 The proposal would be a car free development with the exception of blue badge car parking. Given the location within a Controlled Parking Zone and with the PTAL of 4 the proposal would meet the criteria of Policy DM32 for a car free/permit free development. Due to space limitations on the site, it is not possible to provide accessible parking bays within the development. As a result, the applicant proposes 12 accessible bays in nearby on-street and off-street locations, though this is not ideal as public-highway bays are available to all Blue Badge holders. The applicant will monitor demand through the Travel Plan and provide additional bays if required, however, with the trigger to be secured through the Car Parking Management Plan. A January 2025 Parking Stress Survey shows local parking stress ranging from 50.7% to 78.87%, well below the 85% threshold, indicating spare capacity. Consequently, reallocating two existing bays for refuse collection is not expected to have any detrimental impact on local parking conditions.

Cycle parking

- 6.10.6 In terms of cycle parking the residential use proposes to make provision for 275 long-stay and 7 short-stay, and the commercial use 6 long-stay spaces and 1 short stay space. The proposal includes seven residential cycle stores located at first-floor level, one of which is designed as an accessible store. These stores would be accessed via the primary cycle lift located on the ground floor, accessed from Western Road. A secondary/contingency lift accessed from New Street would also be provided to maintain access when the primary lift is not in use. The cycle parking for the commercial use is to be located within a dedicated ground floor cycle store. The short-stay parking spaces are proposed along New Street.
- 6.10.7 The Transport officer notes that the applicant's TRICS-based forecast suggests that only two outbound cycle trips would occur during the AM peak (08:00–09:00), and only one inbound and one outbound trip during the PM peak (17:00–18:00). This appears unrealistically low for a 150 home development with 275 long-stay residential cycle parking spaces.
- 6.10.8 Given this, the transport officer advises that the applicant would need to give serious consideration to how some form of dedicated ground-floor cycle provision—particularly for accessible cycles—could be re-provided. In addition, the

applicant should explore alternative long-stay cycle options, such as financial contributions towards dockless cycle-hire facilities, cycle hangars, Brompton lockers or similar measures. The Council's Transport Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

- 6.10.9 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.

Highways Works

- 6.10.10 The Transport officer notes that the applicant has committed, through the Transport Assessment, to remove the existing vehicular access on Clarendon Road and reinstate the full kerb and footway, including carriageway realignment to create new on-street wheelchair-accessible parking bays. These works will need to be secured through the Directors' agreement letter. This is in addition to the standard requirement for the applicant to make good any damage to the surrounding highway and footways arising from construction and demolition activities, as well as to deliver the agreed minor highway improvements that support active travel around the site perimeter.

Servicing and Delivery Management Plan

- 6.10.11 The Transport officer notes that the applicant has submitted a detailed Servicing and Delivery Management Plan setting out how servicing activity will be managed both temporarily—should the development be occupied before New Street is fully operational—and in the long term. The strategy includes a new inset loading bay on New Street, controlled by Homes for Haringey, which will accommodate delivery vehicles and refuse collection and provide a safe and efficient arrangement for the development's servicing needs.
- 6.10.12 For the southern block, refuse collection will take place from Coburg Road, requiring the temporary suspension of approximately two on-street parking bays. Vehicles can approach from either direction and exit in forward gear. For the northern block, refuse collection will be undertaken from the new inset loading bay on New Street. The first section of New Street is already complete, and once the full connection to Clarendon Road is delivered, the street will operate one-way, allowing safe forward-gear access and egress.
- 6.10.13 If the development becomes occupied before New Street is complete, a temporary arrangement has been agreed with the Council whereby refuse vehicles would undertake a supervised, controlled reverse manoeuvre from Western Road onto New Street. Further detail is required on how vulnerable road users will be safeguarded during any reversing manoeuvres, and on the expected duration of the temporary measures.

6.10.14 The transport officer advises a predicted 14 daily arrivals (13 LGVs) for 150 homes is considered unrealistically low given current patterns of online retail and supermarket deliveries. It is also unclear what measures are proposed to encourage trip-chaining or consolidation. The Council's Transport Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition

Site Access and wayfinding (Active Travel Zones)

6.10.15 The applicant's Transport Assessment includes a Transport for London (TfL) Active Travel Assessment of five key routes to and from the site. From this, the applicant has identified a series of potential active travel interventions that could be supported through a financial contribution. These proposals are welcomed and officers supports their inclusion within the scheme, to be secured through the Directors' agreement letter, to enhance active-travel infrastructure serving the development.

6.10.16 In addition, the applicant will be required to work with Transport for London (TfL) and the council to agree improvements to local wayfinding, such as the installation of a Legible London board near the site, funded and secured through the Directors' agreement letter. Any such provision will need to comply with Transport for London's (TfL) Yellow Book guidance.

Travel Plan

6.10.17 A travel plan for the commercial and residential use will need to be submitted to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development. The applicant will need to enter into a Directors' agreement letter to monitor the development proposal in this regard.

Construction/Demolition Management Plan

6.10.18 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community. This will be addressed by the full Demolition and Construction Logistics Plan. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured via the Directors' agreement letter.

6.10.19 Transport for London (TfL) accepts the proposal in principle subject to conditions and securing mitigations through the relevant Directors' agreement letter.

6.10.20 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.11 Sustainability, Energy and Climate Change

6.11.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.11.2 Policy SI2 of the London Plan 2021– ‘Minimising greenhouse gas emissions’, states that *major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected*. Policy SP4 of the Local Plan 2017 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Policy SP11 of the Local Plan 2017 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.11.3 Policy DM1 of the DM DPD 2017 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD 2017 expects new development to consider and implement sustainable design, layout and construction techniques.

6.11.4 The development guidelines within Site Allocation SA19 ‘*Wood Green Cultural Quarter (South)*’ of the SA DPD 2017 states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council’s latest decentralised energy masterplan regarding how to connect to the DEN, and the site’s potential role in delivering a network within the local area. Policy SI4 of the London Plan 2021 requires 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.

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

Carbon Reduction

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6.11.7 The development achieves a site-wide reduction of 66% carbon dioxide emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, communal ASHPs will be future proofed to be compatible with a 4th generation low-carbon network if it is available. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to Energy Strategy, Overheating Strategy, Sustainability Strategy, Climate Change Adaptation and Whole Life Carbon Assessment.

6.11.8 The overall predicted reduction in CO2 emissions for the development shows an improvement of approximately 66% 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 89.43 tonnes of CO₂ from a baseline of 135.39 tCO₂/year.

- 6.11.9 This application has been modelled in the Planning House Planning Package (PHPP) software and the scheme has also been designed to Passivhaus standards, which is strongly supported. The applicant is strongly encouraged to achieve the full Passivhaus certification
- 6.11.10 Under 'Be Lean', the applicant has proposed a saving of 33.07 tCO₂ in carbon emissions (24%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 10%, this is supported by LBH Carbon Management however the GLA requested further actions to be taken under Be Lean, which is strongly supported by LBH Carbon Management.
- 6.11.11 The applicant is not proposing any 'Be Clean' measures. The development is within 500 meters of a planned Haringey District Energy Network, but the development has not proposed a connection due to the uncertainty of the current delivery programme of the DEN. However, the site will be future proofed to be compatible with a 4th generation low-carbon net network if it is available. A room for a future heat substation and a route to the edge of the site have been allowed to facilitate a future connection. Further details of the future heat substation can be secure by a condition.
- 6.11.12 In terms of the installation of various renewable technologies, the report concludes that communal air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the 'Be Green' requirement. A total of 56.36 tCO₂ (42%) reduction of emissions are proposed under Be Green measures. The GLA requested further actions to be taken on Be Green measures, which is strongly supported by LBH Carbon Management.
- 6.11.13 Under 'Be Seen', the applicant has provided a preliminary strategy to set up metering for energy use monitoring and reporting.

Whole Life Carbon

- 6.11.14 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.11.15 The upfront embodied carbon of the scheme has been heavily influenced by a requirement to design around the Crossrail 2 exclusion zone that runs underneath the site. As a result, more significant groundworks and bulkier superstructure are required.

6.11.16 The applicant has carried out option studies for concrete versus steel balcony frame and structural options for use of basement for attenuation, in both cases the lower embodied carbon options have been adopted.

6.11.17 Separately, a breakdown by material type study has shown concrete, steel and cement are the largest contributions to upfront carbon emission. The applicant has highlighted the next steps are to refine whole life carbon, and reduce the project's overall impact, these includes:

- Replacing early-stage benchmarks with project-specific data
- Optimising structural quantities
- Improving concrete and steel specifications
- Refining calculations against design team quantities.

6.11.18 Overall, the side-wide *Whole Life Carbon* (Modules A-C) meets GLA target. However if included the design stage contingency as required by RICS v2, it is over the GLA target marginally. Overall, the Carbon Officer considers it is acceptable taking into consideration of the impact of the structural design to avoid the Crossrail 2 exclusion zone. The applicant is required to submit a post-construction assessment to report on the developments actual whole life carbon emissions. This would be secured by a condition.

Circular Economy

6.11.19 Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans

6.11.20 The GLA requested further actions to be taken on circular economy, which is strongly supported by LBH Carbon Management.

6.11.21 The Council's Carbon Officer and the GLA is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Overheating

6.11.22 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.11.23 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 and TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled a sample of 21 dwellings and communal corridors

under the London Weather Centre files. The sampled dwellings represent 101 dwellings, equivalent to 67% of the overall development (150 units).

6.11.24 The neighbouring development Alexandra Gate Phase 5 located to the south of the site, has an outline consented scheme with buildings of lower height and an emerging scheme with higher towers being proposed. The applicant has carried out the overheating analysis based on the outline consented scheme to address a higher overheating risk.

6.11.25 The Carbon Officer notes that scenarios have been modelled under 2020 DSY 1-3, 2050 DSY 1 and 2080 DSY 1 for predominantly naturally ventilated spaces. The applicant has also run DSY1 2020 assessment with Clarendon Phase 5's emerging scheme and they have confirmed that all flats continue to comply with Part O using the same assumptions

6.11.26 All spaces would pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation, with different degrees of opening in response to acoustic and security constraints
- Glazing g-value of 0.5 on all elevations
- Shading from external balconies
- External roller shutters to bedrooms as shown in the proposed elevations (modelled as fixed shading covering 80% of the window to allow natural ventilation through the remaining 20% gap)
- MVHR (0.55 ACH)
- Cooling coils to the MVHR with 1kW cooling capacity 1kW tempered air coil added to the MVHR for 28 units
- No active cooling

6.11.27 Internal communal corridors in both towers were tested under 2020 DSY 1, both towers met the criteria maintaining internal temperature below 2C with increased ventilation rates of 0.25 and 0.45 ACH for the East and West towers respectively from baseline 0.1 ACH.

6.11.28 The proposed future mitigation measures include:

- To fully future-proof the development against 2020 DSY 2 and DYS 3, the scheme would require 1kW of pre-tempered to 126 apartments and 1.6 kW to 4 maisonettes. MEP design has been developed to accommodate these upgrades in the future.
- Against hotter weather in 2050 and 2080, pre-tempering cooling coil can be installed to units where not previously present and a larger unit where a smaller one was previously included.

6.11.29 The non-residential spaces include the commercial unit and the workspace areas. These areas have been assessed under mechanically conditioned spaces.

6.11.30 In order to pass the criteria of 2020s DSY 1, the following measures will be built:

- Building fabric
- MVHR and openable windows where possible
- VRF cooling system with cooling capacity of 75W/m²

6.11.31 In order to pass the criteria of 2020s DSY 1, the following measures will be built:

- Building fabric as stated above
- MVHR and openable windows where possible
- VRF cooling system with cooling capacity of 75W/m²

6.11.32 The Carbon officer requested further actions to be taken on overheating. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

Sustainability

6.11.33 The Carbon Officer notes that the sustainability measures proposed seeks to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO₂ emissions and landscape design.

6.11.34 A set of sustainability requirements for small non-residential spaces have been proposed, in lieu of BREEAM pre-assessment report for the workspace units.

6.11.35 The applicant has explained the proposed non-residential areas are relatively small (approximately 660m²) and are separated into a number of small units as flexible workspace. After carrying out an initial BREEAM pre-assessment report to identify the credits required to achieve a rating of 'Excellent', they have concluded the significant cost associated with meeting these requirements would be disproportionate to the minimal benefit achieved in terms of actual environmental performance.

6.11.36 However the applicant has proposed a set of sustainability requirements will be included as part of the Employer's Requirements, this is to ensure the appointed contractor will deliver the sustainable benefits following BREEAM's principle. The Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.12 Urban Greening, Trees and Ecology

Urban Greening Factor

6.12.1 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 calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.12.2 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. The proposed scheme includes intensive green roof, standard trees planted in pits and permeable paving.

6.12.3 The scheme would achieve an Urban Greening Factor (UGF) of 0.24. The shortfall against the London Plan target arises from a number of site-specific constraints, including fire safety requirements, the need to safeguard rooftop space for mechanical plant and photovoltaic panels, and the provision of circulation and playspace. Notwithstanding these limitations while there may be some scope to marginally improve the UGF through detailed design at the next stage, it is acknowledged that achieving the policy target of 0.4 is not feasible for this site.

6.11.4 In recognition of this shortfall, the applicant has agreed to deliver enhanced public realm and greening improvements beyond the red-line boundary, including upgraded paving, new planters and additional street tree planting at the junction of Western Road and New Street. These measures would provide wider environmental and visual benefits to the surrounding area and help offset the on-site UGF shortfall. On this basis, the proposal is considered to represent an acceptable and pragmatic response to policy, having regard to site constraints and the overall public realm benefits delivered.

6.12.5 To ensure that opportunities to maximise urban greening are fully explored, a planning condition will be imposed requiring the submission of a detailed urban greening scheme, including updated Urban Greening Factor calculations, demonstrating the maximum achievable UGF deliverable as part of the development. While it is recognised that achieving the London Plan target of 0.4 is unlikely given the constrained nature of the site, the condition will require the applicant to optimise on-site greening through detailed design. This will be considered alongside the agreed public realm enhancements outside the red-line boundary, including additional planting, planters, paving and street trees in close proximity to the site, which will deliver wider greening and environmental benefits. Officers are satisfied that, taken together, this represents a reasonable and policy compliant approach that would incorporate greening measures to demonstrate how best endeavours have been made to reach the highest possible target. This can be appropriately secured by condition.

Trees

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

6.12.7 Policy SP13 of the Local Plan 2017 recognises that ‘trees play a significant role in improving environmental conditions and people’s quality of life’, where the policy in general seeks the protection, management and maintenance of existing trees.

6.12.8 The proposed development would involve the removal of three individual trees located in the southeast corner of the site. Of these, two are category B trees of moderate quality, each with an estimated remaining lifespan of approximately 20 years, and one is a category C tree of low quality. The applicant’s design team has explored alternative layouts to retain these trees; however, the constrained nature of the site, together with the requirements of the Crossrail 2 Safeguarding Zone, has significantly influenced the final layout and design

6.12.9 The Council’s Tree Officer advises that the removal of the two category B mature London Plane trees will require a mitigating solution in the form of a financial contribution for the CAVAT loss of these trees to allow the planting of standard trees within a 500 metre radius of the site. An aftercare and irrigation programme will be included for all new trees to establish their independence within the landscape. The Council’s Tree Officer will also plant a diverse range of tree species and those with larger canopies at maturity, where possible to increase canopy cover and mitigate the impacts of climate change. This contribution will need to be secured through the Directors’ agreement letter.

6.12.10 The proposal includes the planting of 11 new trees on the second-floor podium. Details of the proposed tree species are set out within the submitted Landscape and Access Statement. As a result, the development would deliver a net increase of 8 trees on the site. In addition, Phase 4 of the Alexandra Gate development (formerly known as Clarendon Square), approved under planning reference HGY/2023/2357, includes further street tree planting. This will deliver three new trees along the southern side of Coburg Road, directly opposite the application site. Street tree planting along the northern side of Coburg Road is not feasible due to the limited footway width on this side of the street.

Ecology

6.12.11 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.12.12 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.12.13 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 2021 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.11.14 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

6.12.15 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.

6.12.16 The applicant's Biodiversity Net Gain Assessment sets out that the site has a baseline habitat of 0.37 (low value) due to the developed nature of the site which is mostly hardstanding or other built surfaces and limited existing ecological interest. The post-development habitat through the incorporation of extensive biodiverse green roofs, new planting across podium and roof terrace areas, and the introduction of species-rich landscaping demonstrates that the proposal would achieve a net gain of 14.12%, increasing biodiversity value from 0.37 habitat units at baseline to 0.42 habitat units post-development, thereby exceeding the minimum 10% requirement.

6.13 Flood Risk and Drainage

6.13.1 Policy SP5 of the Local Plan 2017 and Policy DM24 of the DM DPD 2017 seeks to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.

6.13.2 The site falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Assessment. The applicant will be required to submit a full hydraulic calculations, including a network diagram cross-referencing all drainage elements. The Council's Flood and Water Management officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.13.3 Thames Water raises no objection with regards to surface water drainage and foul water network capacity. Thames Water recommends imposing conditions regarding piling, underground water strategic water main and development and infrastructure phasing plan. The recommended conditions will be included on any grant of planning permission.

6.14 Air Quality and Land Contamination

Air Quality

- 6.14.1 Policy DM23 of the DM DPD 2017 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment (AQA) was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its demolition and construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies. Officers have considered this assessment and agree with its findings.
- 6.14.2 The proposed development is considered to be air quality neutral given the building and transport related emissions associated with the proposed development are both below the relevant benchmarks.
- 6.14.3 Demolition and construction works are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The Council's Lead Pollution Officer raises no objection to the proposal subject to the relevant condition being imposed in respect of management and control of dust. The proposal is not considered an air quality risk, nor would it cause potential harm to nearby residents, or future occupiers.

Land Contamination

- 6.14.4 Policy DM23 (Part G) of the DM DPD 2017 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.14.5 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
- 6.14.6 On this basis, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.15 Fire Safety

- 6.15.1 Policy D12 of the London Plan 2021 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance on Fire Safety (Policy D12(A)), Evacuation lifts (Policy D5(B5)) and Fire Statements (Policy D12(B)).

6.15.2 The application is supported by a Fire Statement and a Gateway 1 Fire Statement which sets out how the design and construction of the buildings will seek to satisfy the functional requirements of Part B of Volume 1 to the Building Regulations 2010 (as amended, 2024) and relevant British Standards.

6.15.3 The Fire Statement confirms that the development comprises two tower blocks connected at lower levels by a podium, with building heights of approximately 68.1 metres (22 storeys) for the eastern building, 42.2 metres (14 storeys) for the western building, and a lower connecting block of approximately 7.5 metres. Each residential tower would be served on all storeys by two stair cores, comprising a dedicated evacuation stair and a firefighting stair. The firefighting stair cores would include firefighting lifts, smoke-ventilated firefighting lobbies, and fire mains, with a dry rising main serving the western building and a wet rising main serving the eastern building. The commercial workspace areas would also be provided with two escape stairs and an evacuation lift.

6.15.4 The Health and Safety Executive (HSE) / Building Safety Regulator (BSR) has not objected to the development and has stated it is “content” with the fire safety design at Gateway 1 stage. The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body at subsequent Gateway stages. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

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

6.16 Social and Community Infrastructure

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

6.16.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

6.16.3 Strategic Policy SP16 sets out Haringey’s approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough.

Strategic Policy SP17 is clear that the infrastructure needed to make the development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth

- 6.16.4 DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL
- 6.16.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2024 sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).
- 6.16.6 Using the NHS London Healthy Urban Development Unit (HUDU) Planning Contributions Model, the NHS has sought a contribution of £83,000 to be paid on commencement and indexed linked to building costs has been requested.
- 6.16.7 Consistent with the position on other applications and as set out in the Council's latest published Annual Infrastructure Funding Statement (April 2024) the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations.

6.17 Equalities

- 6.17.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.
- 6.17.2 In line with the Public Sector Equality Duty, the proposed development has been assessed for its impacts on people with protected characteristics. The scheme would advance equality by delivering 150 social rent homes in an area of high deprivation, helping to address housing need among groups disproportionately affected by disadvantage, including disabled people, low-income households and Black, Asian and Minority Ethnic communities.
- 6.17.3 The redevelopment of Mallard Place requires the relocation of Area 51 Education, a private specialist SEND provider. The applicant advises that the Council recognises the importance of this service and is actively working with the operator

to identify suitable alternative premises within the Borough. The Greater London Authority's (GLA) Stage 1 response notes that alternative accommodation should be secured prior to closure to avoid adverse impacts on young and disabled people, and this matter is being progressed accordingly.

6.17.4 The GLA has also identified potential impacts arising from construction activity in close proximity to John Raphael House, a place of worship. These impacts will be mitigated through a Construction Management Plan, including measures for engagement with the adjoining use.

6.17.5 Subject to the mitigation measures being secured through the planning process, officers are satisfied that due regard has been given to the Equality Act 2010 and that the proposal accords with relevant equality objectives and planning policy.

6.18 Employment

6.18.1 Policies SP8 and SP9 of the Local Plan 2017 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD 2017 requires all major developments to contribute towards local employment and training.

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

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

6.19 Conclusion

- Planning policy recognises the important role that medium-sized sites play in meeting identified housing needs across the Borough, particularly within designated growth areas with good access to public transport and existing neighbourhood facilities, where higher-density development is encouraged. The proposed scheme follows a design-led approach that capitalises on the site's highly accessible location to deliver 100% social rent homes, making a significant contribution to the Borough's affordable housing targets while supporting the creation of a mixed and balanced community. The proposal therefore accords with the objectives of both local and strategic planning policies aimed at maximising the delivery of genuinely affordable housing in accessible locations.

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context would fulfil and meet the requirements of Site Allocation SA19 'Wood Green Cultural Quarter (South)'
- The development would provide 539sqm of quality flexible commercial floorspace that would potentially generate 28 jobs, an uplift over the existing 8 FTE jobs.
- The development would provide 150 homes, contributing towards much needed housing stock in the borough.
- The size, mix, and quality of residential accommodation is acceptable, and the homes would either meet or exceed relevant planning policy standards. All homes would have private external amenity space.
- The proposal would provide street scene improvements including a high quality new buildings with an active frontage and new and enhanced public realm;
- The development would have a positive impact on the quality of the immediate surroundings of the Wood Green Common Conservation Area.
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area.
- The development would achieve a reduction of 66% carbon dioxide emissions over Building Regulations Part L 2021 and provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and a Biodiversity Net Gain of 14.12% (BNG) improvements which is in excess of the mandatory 10% net gain required;
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £ (sqm x £72.73) and the Haringey CIL charge will be £ (sqm x £276.16). These rates are based on the Annual CIL Rate Summary for 2026 This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge

8.0 RECOMMENDATIONS

8.1 GRANT PERMISSION subject to conditions in Appendix 1, and securing a legal Directors' agreement letter; and subject to referral to the Mayor of London and any direction they make.

