



30-36 Clarendon Road, London N8 0DJ
Planning Statement

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1.0 INTRODUCTION

- 1.1 This Planning Statement supports a planning application on behalf of Paul Simon Magic group for a mixed-use development comprising 51 new residential units and 560 sqm of commercial floorspace, within a development of 2, 6, 8 and 11 storeys, with basement, on the former Jessica Buttons factory site at 30- 36 Clarendon Road, to the north west of the junction of Turnpike Lane and Clarendon Road. The scheme also provides roof gardens, roof terraces, communal gardens and play space, two disabled parking spaces and cycle parking to London Plan standards.



Background

- 1.2 The Jessica Buttons Factory site at 30-36 Clarendon Road was previously part of a wider development proposal for a scheme which incorporated the West Indian Cultural Centre and the Clarendon Recovery College and proposed the demolition of the three existing buildings and the construction of a part 12/14 building and a part 6/8/10 storey building incorporating a two storey base to provide a new cultural centre, co-workspace, gym and cafe, 85 residential units and 140 co-living units, with access, landscaping and car and cycle parking.
- 1.3 It has not however been possible to bring forward the wider site for development due to landownership issues and the intention now is to develop the three development parcels independently of each other, but within a master plan framework. An illustrative master plan has been developed to confirm that the development of 30-36 Clarendon Road would not

impact on the future development of the West Indian Cultural Centre and the Clarendon Recovery College sites. This is submitted with the planning application for information only and does not form part of the planning application.

- 1.4 The comprehensive scheme was the subject of a Planning Performance Agreement with Haringey Council in 2020 and a series of meetings took place with planning, design and highways officers between February 2020 and January 2021. The scheme was also subject to Design Reviews in August and November 2020; a meeting with the GLA in August 2020; and a presentation to members in January 2021. The agreed principles of this earlier scheme have been taken forward in the current application scheme.

The Current Application Scheme

- 1.5 The current scheme for 30-36 Clarendon Road has been discussed with Haringey officers at pre-application meetings in April, July and September 2022; was considered by a Design Review Panel in August 2022; and has been presented at a DM Forum in September 2022. In addition, a website was set up to inform local residents of the application (jessicabuttons.communityuk.site).

- 1.6 Planning permission is sought for:

Demolition of the existing building and construction of a part two, six, eight and eleven storey building, with basement, to provide 51 residential units and 570 sqm of commercial floorspace, with access, landscaping and car and cycle parking.

- 1.7 The proposed scheme will initiate regeneration of this part of Haringey, provide an entrance into the Heartlands, and develop much needed housing, including affordable homes, as well as re-providing commercial floorspace. The site is well located, with a PTAL of 5 and within easy reach of both Hornsey and Turnpike Lane stations.

Structure of the Planning Statement

- 1.8 This Planning Statement comprises the following sections:

- Section 2: The Site and Surrounding Area
- Section 3: Planning History
- Section 4: Pre-Application Advice
- Section 5: Consultation
- Section 6: The Proposed Scheme

- Section 7: Planning Policy Context
- Section 8: Affordable Housing Statement
- Section 9: Technical Assessments
- Section 10: Planning Assessment
- Section 11: Summary and Conclusion

2.0 THE SITE AND SURROUNDING AREA

The Application Site



- 2.1 The Jessica Buttons site comprises 0.078 hectares and is located on the west side of Clarendon Road; near its junction with Turnpike Lane. The site is bound by Clarendon Road to the north/north east and west; Hornsey Park Road to the east and Turnpike Lane to the south and forms an important gateway site to the Haringey Heartlands. The site is currently occupied by a 1970's two storey industrial unit (Jessica Buttons factory). The ground floor is in use as a temporary nursery, with eleven staff. The upper floor is in use for office and storage for the Jessica Buttons factory and currently employs three people. The site has nine parking spaces. The site is not in a conservation area and no buildings are listed.
- 2.2 The site forms part of the wider Site Allocation SA23: Clarendon Road South in Haringey's Site Allocations DPD, which also incorporates the Clarendon Road Day Centre and the West Indian Cultural Centre and promotes an employment-led mixed-use development which incorporates the re-provision of the Cultural centre. Draft site allocation WGS24 (Wood Green AAP) also recognises the potential for the site to be used more intensively to create a new mixed-use development including community, employment and residential uses. The site is also within the 'Wood Green' growth area. The combined site of the Jessica Buttons Factory, Clarendon Recovery College and the WICC comprises 0.37 ha or 22% of the site allocation. The site is not a designated employment area, although it is partially in employment use. The site falls outside of any locally significant views and vistas.



Surrounding Area

- 2.3 Immediately to the south east of the application site is the two-storey West Indian Cultural Centre (850 sqm) runs a number of community activities during the week and weekend and attracts people from Haringey and further away. To the south west, the Council's Day Centre (the Clarendon Recovery College) (635 sqm), a community centre for lifelong learning and an education route to recovery for people experiencing mental health issues. These sites have 23 parking spaces and seven parking spaces respectively, accessed from Clarendon Road. The Cultural Centre offers a number of community activities.
- 2.4 There are existing mature trees along Hornsey Park Road, along the eastern boundary of the site. The site has good accessibility (PTAL 5) and is within 5 minutes-walk of Hornsey Station, 10 minutes-walk from Turnpike Lane station and 10 minutes-walk from Wood Green shopping centre.



- 2.5 The surrounding area is characterised by a mix of residential and employment uses - to the south west of the site there is a six/seven storey housing block (Westpoint Apartments); to the west an existing Turkish and Kurdish community centre (London Alevi Cultural Centre); whilst to the east, Hornsey Park Road and adjoining roads are characterised by Victorian semi-detached properties.
- 2.6 The area is, however, changing following a number of recent planning permissions, including the Clarendon Road gas works site (Berkeley Group) immediately to the north of the site, which has permission for a phased residential-led mixed-use development comprising 1,714 residential units, with elements of up to 18 and 20 storeys; and the development of the Railway Approach site (Fairview Homes) to the south of the site, which comprises two buildings of 4 and 14 storeys and incorporates 174 residential units and 294 sqm of flexible B1 floorspace. The area will undergo huge change as the Gasworks development is completed.
- 2.7 The main vehicular routes in the area run north-south and west-east. The site is currently accessed from Clarendon Road by a short cul-de-sac that also serves a number of neighbouring sites. The site's western and northern frontages are controlled by double yellow lines with double yellow blips. The roads closest to the site are located within the Wood Green Inner Zone Controlled Parking Zone.
- 2.8 The site has a PTAL of 5. There are bus stops along Turnpike Lane - 41 (Archway to

Tottenham Hale) and 144 (Edmonton Green to Muswell Hill) - and the site is within 5 minutes-walk of Hornsey Station (with links to King's Cross and Moorgate) and 10 minutes-walk from Turnpike Lane station (Piccadilly line). Wood Green shopping centre is around 10 minutes' walk to the north. The site is within a controlled parking zone (Zone WG) with the controls in place daily from 8am to 10pm.

- 2.9 There are a number of open spaces within 20 minutes' walk of the site, including Alexandra Palace to the north west and Ducketts Common to the east. There is also a new river path within five minutes' walk to the west. In addition, the scheme is close to the new public spaces within the Clarendon development which includes Hornsey Park which incorporates a new children's play area.

3.0 PLANNING HISTORY

- 3.1 There are a number of planning permissions relating to the application site and adjacent sites.

30-36 Clarendon Road (includes Jessica Button Factory)

- 3.2 HGY/2019/2664 - Change of use to D1 non-residential institutions use (Church & nursery) for a temporary period of three years only. Grant Permission (number of discharge of conditions also with this consent)

West Indian Cultural Centre Clarendon Road London N8 London

- 3.3 The following permissions apply:
1. HGY/1995/0016 - Alterations to elevations. (Councils Own Development). Grant permission
 2. HGY/1989/1023 - Display of two illuminated signs. Grant permission
 3. OLD/1986/0186 - Extensions to provide first floor kitchen store and enclosed fire escape. Grant permission
 4. OLD/1981/0221 - Erection of two storey community building for the West Indians, including a hall, games room, lounge bar and library. Grant permission

20 Clarendon Road - Clarendon Recovery College, Clarendon Road, Hornsey, N8 0DJ.

- 3.4 There is no planning history on Haringey's planning portal.

The Surrounding Context

- 3.5 There are a number of planning permissions of relevance in the immediate surroundings of the site.

Clarendon Road Scheme (Reference: HGY/2017/3117)

- 3.6 The Clarendon Road gas works site, to the north of the application site, is currently under construction following the grant of a hybrid planning permission (part Outline, part Detailed) on 12 February 2018 for a phased residential-led mixed-use development comprising:
- a) 163,300 sqm GEA Use Class C3 Residential;
 - b) 7,168 sqm to 7,500sqm GEA Class B1 Business;
 - c) 1,500 sqm to 3,950sqm GEA Class A1-A4;
 - d) 417sqm GEA Class D1 Day Nursery, and;
 - e) up to 2,500sqm GEA Class D2 Leisure;

- f) New Basement Level; two Energy Centres; vehicular access, parking; realignment of Mary Neuner Road; open space; associated Infrastructure and Interim Works; Site Preparation Works

- 3.7 The scheme will deliver 1,714 apartments (studio, 1, 2 and 3 bed apartments), with a mix of 10.1% studio, 31.5% 1-bed; 50.5% 2-bed, 6.3% 3-bed and 1.6% 4-bed. i.e., 95.6% are studio, 1 and 2 bed. The scheme provides 32.5% affordable housing by habitable room
- 3.8 The height of the scheme (defined by parameter plans and supported by Design Code and an Illustrative scheme) is up to 18/20 storeys along the northern boundary and was supported in the context of the step change in urban context envisaged in the Wood Green Area Action Plan. The height of the southern detailed element is 2 to 15 storeys to accommodate 616 residential units. Parking provision is 0.24%

Railway Approach (HGY/2016/1573)

- 3.9 To the south of the application site the Railway approach scheme (Fairview Homes) comprises two buildings of 4 and 14 storeys, incorporating 174 residential units (35% 1-bed, 55% 2-bed and 10% 3-bed) and 294 sqm of flexible B1 floorspace including private and communal space, secure cycle parking, car parking and recycling storage areas and associated development. 37.6% of units are affordable by habitable room.
- 3.10 90% of the units are 1 and 2-bedroom, which were justified in the Committee Report on the basis of the character of the area. The Committee Report noted that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower and acceptance of noise and “liveliness” is greater.
- 3.11 The 55 affordable units consisting of a mix of 1, 2- and 3-bedroom flats. The affordable housing mix is as follows;

Number of bedrooms	Affordable Rent	Shared Ownership
1 bedroom	11	10
2 bedroom	11	13
3 bedroom	10	0
	32 (124 hr)	23 (71 hr)

- 3.12 The Committee Report noted that the proposed 60:40 tenure split is considered acceptable

as higher levels of affordable rent are proposed, with the remainder providing intermediate tenure.

Hornsey Depot Site (HGY/2013/2019)

- 3.13 In April 2014 planning permission was granted for the demolition of existing structures and buildings and redevelopment of the site to provide a mixed-use development comprising approximately 3,250sqm (GIA) foodstore (A1 use) and 114 space surface level car parking for the foodstore; 438 residential units including affordable housing and ancillary residential gym, approximately 356sqm (GIA) unit on Hornsey High Street (flexible A1, A2 (including a temporary marketing suite), or D1 use); two live/work units fronting onto Cross Lane; together with private amenity space and new public realm, including publicly accessible routes through the site; an energy centre; 178 car parking spaces for the residential use (within a basement and undercroft); cycle parking; refuse storage; recycling centre in the foodstore car park; access; and other infrastructure work.
- 3.14 The proposal provides 438 residential units, 96.6% of which are studio, 1 and 2 bed units. The Committee Report noted that although the mix deviates from the recommended mix set out in the Council's Housing SPD, by providing a higher number of 1- and 2- bedroom dwellings, the development is able to provide a high level of affordable housing (38% by unit or 42% by habitable room), with a mix of affordable rent and shared ownership. The Committee Report noted that if the scheme had a higher provision of larger units, it would result in a lower overall provision of affordable housing. All of the 3- and 4- bedroom units will be affordable rent.
- 3.15 In terms of unit sizes, paragraph 14.7.4 of the Committee Report noted that the proposed housing will help to address local housing need. There are 893 people on the Housing Register for Hornsey, of these, 722 or 82% require a 1- or 2-bedroom property. Of those with the greatest or most severe housing need (i.e., those in 'Band A'), 86% require a 1- or 2-bedroom property. On balance, officers accepted the proposed mix given it enabled the provision of a higher level of affordable housing set out above.
- 3.16 The mix between affordable rented units and intermediate housing is 45:55 by number of units; or 48: 52 by habitable rooms. Whilst this is not in line with Local Plan Policy and Guidance, local planning officers considered that this was acceptable as it allowed for a high percentage of affordable housing overall.

Number of bedrooms	Number	%
Affordable Rented		
1 bedroom	11	15
2 bedroom	48	65
3 bedroom	7	9
4 bedroom	8	11
Total	74	100
Intermediate		
1 bedroom	32	34
2 bedroom	62	66
Total	94	109

4.0 PRE-APPLICATION ADVICE

Introduction

- 4.1 A series of meetings were held during 2020 to review the proposed land uses, scale and massing of the comprehensive scheme. In addition, specific topic meetings were held to review the parking strategy, energy strategy and drainage proposals. Advice was also sought from the GLA; and two Design Review Panels were held. A summary of the key points arising from these meetings is set out at Appendix 1 of this Planning Statement. The established principles have been used to develop the current planning application scheme.
- 4.2 During 2022, further pre-application advice has been sought from Haringey Council on the scheme for 30-36 Clarendon Road site and a further Design Review has been undertaken.

Pre-Application Advice on the 2020 Scheme



- 4.3 The following meetings took place around the development of the wider site for a new cultural centre, co-living accommodation, residential and employment uses.

- Initial Pre-Application Meeting – 10 February 2020
- Pre-Application Meeting – 17 April 2020
- Pre-Application Meeting – 17 April 2020
- Pre-Application Meeting – 17 April 2020
- GLA Meeting- 4 August 2020
- Design Review Meeting – 12 August 2020
- Meeting with Haringey Officers, 11 September 2020
- Energy and Sustainability – 14 September 2020
- Drainage Meeting – 11 November 2020
- Design Panel – 18 November 2020
- Viability Meeting – 2 December 2020

- Highways and Landscaping Meeting – 3 December 2020
- Presentation to Members

4.4 The comprehensive scheme was also considered at the Strategic Sites Meeting on 3 November 2020; and was presented to members at the Planning Sub-Committee in January 2021.

4.5 The first Design Review Panel identified a number of issues to be addressed:

- The massing needs to be simplified;
- The southern block (A) should be the taller of the two towers;
- Block B should be relocated further north west;
- One larger well managed podium space would be better than five small, fragmented spaces; and
- The inclusion of three different uses in Block A has an adverse impact on the massing and the layout could be simplified by locating the co-living in Block B and the residential in Block A.

4.6 In response Block A was simplified by removing the northern transition element and simplifying the form; changes to the internal layout of the cultural centre; changes were made to the residential mix; the proposed land uses were redistributed, with all of the co-living accommodation within Block B and all of the residential in Block A; and the heights were amended to that Block A (southern block) became 12 /14 storeys; and Block B (northern block) became 6, 8 and 10 storeys. The Central Amenity podium was also increased. In addition, the size of the typical co-living rooms has increased from 18sqm to 22.5sqm

4.7 The Panel response considered that the revised scheme had responded well to previous feedback.

“The proposals promise a high-quality development subject to some further refinements. The distribution and mix of uses within the development are supported, and the panel feels that work to rationalise the configuration of the scheme has been successful.”

4.8 The advice noted that the amendments to the massing and distribution of uses have been successful, and the rationalisation of how the uses are stacked has benefitted the proposals. It also considered that the scale of the scheme was acceptable and that a building of 14 storeys on the corner (as proposed) would be visually commanding and would provide a strong edge to the open space of the wide corner. The panel also welcomed the changes to the landscape proposals.

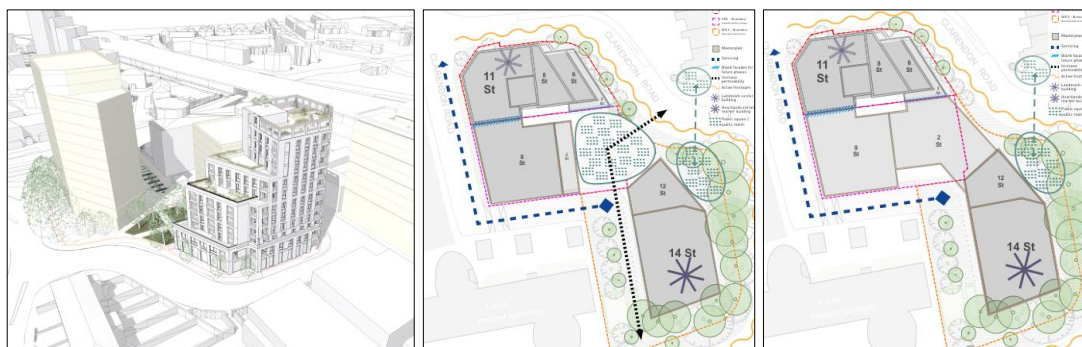
Current Planning Application Scheme – Pre-Application Advice

Pre-Application Meeting - 26 April 2022



- 4.9 Pre-application advice was sought on a scheme for 51 residential units and 643 sqm of commercial floorspace, within a part two, part six, part eight and part eleven storey building with basement. A mix of unit sizes is proposed, comprising 1 studio (2%), 22 no. 1-bed (43%), 22 no.-2-bed (43%) and 6 no. 3-bed units (12%). 35% of units by hab room were proposed to be affordable. Six affordable units are provided at first floor level, a mix of affordable rent and intermediate at second floor level and a mix of intermediate and one private unit at third floor. Units on the fourth to eleventh floor are private. Three communal areas (incorporating play space and seating areas) are proposed at roof level and at the sixth and eighth floor,
- 4.10 Officers confirmed that a mixed use scheme on the site was acceptable, and that the Council would be seeking to maximise jobs and provide some affordable employment space. The proposed provision of affordable housing was supported. Officers advised that they were impressed how the scheme had progressed and felt that the proposed approach was logical.

Pre-Application Meeting – 20 July 2022



- 4.11 The amended scheme looked at two alternative master plan options (A and B); reviewed the base treatment of the building; and reconsidered the single aspect one bed units on floors 4 to 6 in response to the earlier pre-app. Following a highways topic meeting in May the number of disabled parking spaces had been reduced to two and repositioned. The scheme reprovides approximately 90% of the existing employment floorspace. 68% of units will be dual aspect. 35% of the accommodation by habitable room is affordable, with the aim of achieving an approximate 60/40 split affordable rent/ intermediate.
- 4.12 Officers considered that the elevational treatment of the scheme was impressive but felt that the internal layout had become complex. They also questioned the deep plan form which might result in lack of daylight/sunlight. Officers confirmed a need for views of the scheme from Hornsey High Street, Hornsey Water works, Hillfield Avenue and Alexandra Palace and noted that it would be helpful to show the scheme in its current context. Officers also queried whether there was scope to provide more commercial floorspace. Officers confirmed the need for a Chair's Design Review and to present the scheme to a DM Forum.
- 4.13 The applicant team advised that new building regulations had added complexity to the internal layout arrangements. In terms of daylight/sunlight there was scope to increase the amount of glazing. It was noted that there would be scope to increase the amount of commercial space by using part of the yard space but also that the level of employment would be increased.

Design Review Panel – 17 August 2022

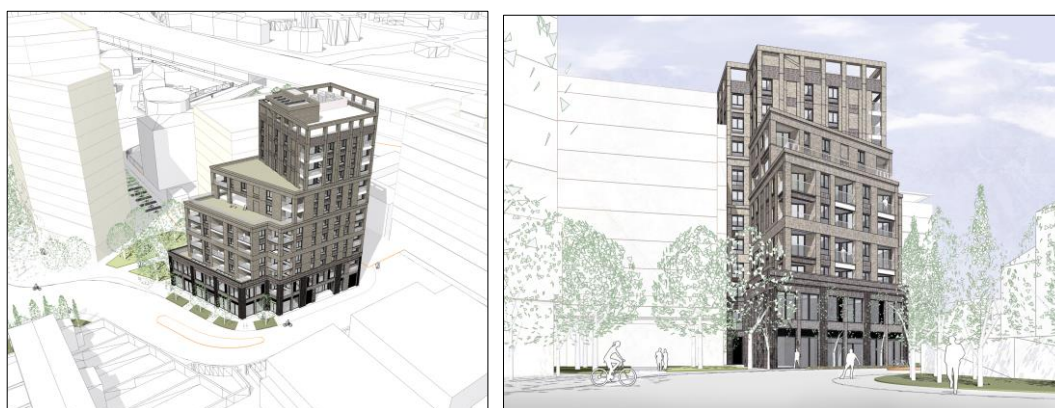


- 4.14 The panel broadly supported the proposed scheme, which it felt made a welcome contribution to the local area and had the potential to create a prominent gateway building. The overall scale of the development was considered appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. The

tenure mix and unit size mix was also acceptable.

- 4.15 The Panel made a number of suggestions including creating greater variety and texture across the scheme's façade; reducing the verticality of the building; improving the entrance and ground floor layout to improve circulation and access to the stairs/lifts; altering the internal layout of some flats, particularly at ground floor level, to improve daylight/sunlight; and improving the elegance of the building. Comments were also made in relation to the proposed disabled parking provision and the level of amenity and green space at ground floor level. The Panel confirmed that it preferred Master Plan Option A.

Design Pre-Application Meeting – 14 September 2022



- 4.16 Following the Design Review Panel, a further pre-application meeting was held with Haringey to discuss proposed changes to respond to the Panel's comments. Further consideration had been given to the elevational treatment in order to break up the vertical emphasis by the introduction of horizontal banding, along with use of materials different fenestration and picked up from neighbouring schemes. Further consideration had been given to the detailing and the upper floor areas have been reduced in order to increase the elegance of the building. The crown has been lowered to respond to DRP comments.
- 4.17 The entrance approach and ground floor had been opened up and a straight access to the lift area created. The cycle store had been relocated, allowing for a more generous lobby area. In addition, the commercial units have been sub-divided to meet fire safety requirements and to improve marketability.
- 4.18 Following liaison with the daylight/sunlight consultants and initial testing, the layout of the flats with deep plan layouts have been altered to improve levels of daylight/sunlight. Kitchens

have been relocated closer to windows; windows have been enlarged; and lightwells introduced. The scheme will maximise light from the wintergardens and by opening up an angling windows.

- 4.19 The two disabled parking spaces have been retained but the area now allows for access to the plant area below in order to better utilise the area.
- 4.20 The proposed playspace meets GLA standards for under 12's and the scheme offers a range of outdoor amenity spaces as well as providing each home with its own private amenity space. The scheme is close to a number of green spaces including Clarendon Square, Lordship Recreation Grounds, Ducketts Common and Alexandra Park. The scheme achieves 0.4 greening factor. Public realm improvements and tree planting will be introduced along Clarendon Road. A small outdoor space will be introduced at the southern elevation.
- 4.21 The Design Team has given further consideration to the choice of materials in order to lighten the appearance of the building. This has included looking at materials being used in surrounding developments, notably the Clarendon Gas Work site scheme for St Williams. The design has been developed further to distinguish between the base, middle and top of the building through the choice of materials and detailed design treatment. Greater horizontal banding and changes to the window arrangement has been introduced to reduce the verticality of the building.
- 4.22 Officers considered that the amended scheme was supportable. It was suggested that the scheme could be presented to members in October. It was subsequently confirmed by officers that this was not required.

Haringey Strategic Sites Meeting – 11 October 2022

- 4.23 The scheme was presented to the Strategic Sites meeting. Members commented on the good design. A number of queries were raised in relation to:
- Details of lease
 - Provision of play area at roof level
 - Affordable housing provision
 - Letting and use of the Commercial floorspace
 - Concerns that the development might prejudice neighbouring sites coming forward

Applicants Response

- 4.24 The application site at 30-36 Clarendon Road is totally in private ownership. In contrast, the wider development site previously considered incorporated some public sector land as we understand that the Clarendon Recovery College site is owned by the Council and the WICC site is leased from the Council.
- 4.25 As detailed in Section 5, the landscape strategy incorporates a range of play spaces, covering different play experiences and accessible to all tenures, including a covered terrace space which can be used if wet. These spaces are aimed at 0-11 year olds.
- 4.26 The affordable housing provision meets the 35% target and provides an approximate 60:40 split between affordable rent and intermediate, in accordance with Policy. This was confirmed as acceptable by Peter Exton at the original pre-application meeting in April 2022 (see meeting note in Appendix 3).
- 4.27 Paul Simon Seaton Commercial Agents have confirmed that the commercial market is buoyant at present and that the proposed commercial units would be appropriate for a range of Class E uses.
- 4.28 The commercial element of the building has been designed to attract smaller enterprises. The presumption is that they will predominantly be workspace, office or retail uses within Class E. PSS Commercial has advised that the North London Market for these small units remains strong and the aim would be to attract small local businesses, such as coffee shops, design companies and small office users who reside nearby. The Company has had initial interest through informal enquiries from a property management company, a bike shop and a socially responsible coffee shop operator. There has also been interest from a design studio of a local fashion house who would be interested in taking a larger element of the building.
- 4.29 PSS Commercial feel that multiple smaller units would benefit the local community more and would also spread the commercial risk for the freeholders; but that the larger company would ensure take up of the units quickly and no vacant units.

4.30 Comparable evidence to show the strength of the local market is demonstrated by the following recent transactions:

- 33 Clarendon Road N8 0NW - part ground floor letting to Gorillas for a unit equivalent to the ground floor of the application site property.
- 20 Palace Gates Road N22 - ground floor retail unit of 785sqft previously let at £13,500 pr annum, received 6 offers and the property is now under offer to a vets at £22,000 per annum.
- 20 High Road Wood Gren N22 - ground floor lock up shop previously occupied by Shelter currently under offer at £50,000.

4.31 In summary, despite the current unpredictable economic times, the North London commercial property market for the letting of E class space together with light industrial still remains strong.

4.32 As explained in Section 5 of this Planning Statement, the design process has included the preparation of two alternative options for the neighbouring sites, to ensure that the current application scheme will not prejudice these sites coming forward. This is shown on the illustrative Master Plan Options A and B.

5.0 CONSULTATION

Public Consultation

- 5.1 The Localism Act 2011 introduced “a new requirement for developers to consult local communities before submitting planning applications for certain developments. This gives local people a chance to comment when there is still genuine scope to make changes to proposals... to further strengthen the role of local communities in planning.”
- 5.2 The aims of Haringey Council’s Statement of Community Involvement (adopted in 2017) are to ensure that consultation is effective, transparent, proportional, inclusive, accountable and coherent.
- 5.3 The key aims of the public consultation was to:
1. To inform the local community, businesses, members and other stakeholders about the redevelopment proposals for the site;
 2. To appreciate, through dialogue, and build an understanding of local views of the proposals; engage with the community during the design development stage, and use these views to identify concerns and opportunities, and where possible inform the final proposals; and
 3. To demonstrate how the applicant and their professional team have responded to the issues raised and identify how changes have been made to the submission proposal, in order to address / mitigate them.

Initial Consultation 2020

- 5.4 A project web site was set up for the comprehensive scheme in 2020 – clarendonroad.site – which was available from 28 October 2020 to advise local people of the proposed scheme and to obtain their comments. A public consultation exercise was undertaken on Saturday 14 November 2020 at 10am; Monday 16 November at 1pm and Monday 16 November at 7.30pm. Letters advertising the events and providing details of how to provide feedback and comments on the scheme were delivered to 1,811 properties around the site; and adverts were placed on Face Book on 12 and 16 November 2020.
- 5.5 In addition, a number of community groups, businesses and other key stakeholders were identified and invited to the public exhibition and offered either a meeting or further information.
- 5.6 Information was sent out to members on 30 October 2020; and to local groups on 1 November 2020. A meeting was held with residents from the adjoining Westpoint Apartments

on 3 December 2020.

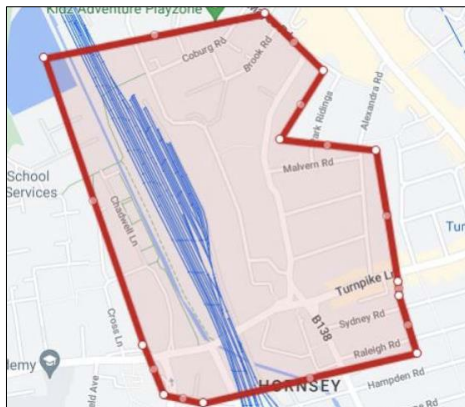


Extent of distribution of leaflets

- 5.7 13 household attended the on-line public consultation event on 14 November 2020, eight households on 16 November at 1pm; and 13 households attended the event on 16 November at 7.30pm. 92 questions were raised during the consultation event; and four questions were raised on the website. All three Q&A events were recorded, chaptered and uploaded to the consultation website ensuring ease of access and enabling residents to view the events for the lifetime of the project. The most Frequently Asked Questions and their answers were also uploaded to the website. These included questions about the scale of the development, whether social housing was provided, how long construction would take, how the cultural centre would be managed and what level of parking would be provided.
- 5.8 Members from the African Caribbean Cultural Centre were also consulted as part of the consultation on the comprehensive scheme, including in relation to developing the Brief for the Cultural Centre.

Consultation on the current scheme - September 2022

- 5.9 A project website was set up jessicabuttons.site in early September 2022. Letters advising on the proposed consultation and the project website were delivered to 2,460 properties on 14 September 2022 (see map below). Details were also sent to members and stakeholders.
- 5.10 To date one comment has been received on the website in relation to parking provision.



Consultation organised by Haringey Council – 21 September 2022

- 5.11 The current application scheme was consulted on through a DM Forum on 21 September 2022. Comments were made in regard to the impact of new housing on existing social infrastructure; how appropriate shared ownership is as an affordable housing product; the potential impact of the scheme on neighbouring properties in terms of loss of privacy and daylight/sunlight; and the impact of developing the scheme in different stages which would mean construction going on for many years. Residents also had concerns about the commercial space being left empty and asked whether there would be scope to use them for housing or community use. One attendee also queried the justification for 12 storeys on the site.

Applicant response

- 5.12 It was noted that any necessary social and infrastructure improvements would be planned at a strategic level, and that the scheme would be providing a Community Infrastructure Levy Payment to the Council and in addition any specific requirements could be set out in a S106 Agreement.
- 5.13 A daylight/sunlight assessment will be submitted with the application assessing any impact on neighbouring properties and the quality of the scheme itself. Any construction impacts will be managed through a Construction Management Plan which will be agreed with the lpa. The submitted Design and Access Statement sets out the rationale for the design and includes a Tall Building Assessment.
- 5.14 A Statement of Community Involvement prepared by Thorncliffe has been submitted as part of the planning application setting out the comments and responses in more detail.

6.0 THE PROPOSED SCHEME

Introduction

- 6.1 The proposed scheme for 30-36 Clarendon Road (the Jessica Buttons site) is a part two, part six, part eight and part eleven storey scheme, with basement, comprising 51 residential units and approximately 560 sqm of commercial floorspace at basement and ground floor level. The scheme's height drops down from west to east, to reflect the scale of properties on Hornsey Park Road. with the highest element in the north east.

Commercial Floorspace



Ground floor Layout



Basement Layout

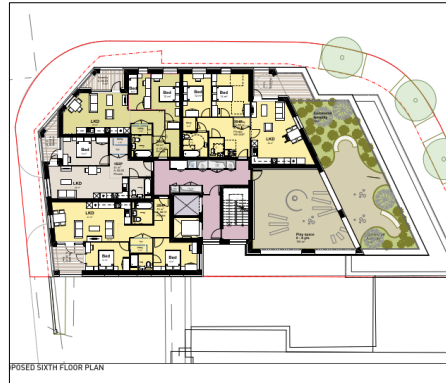
- 6.2 Commercial floorspace is provided at basement level (four units of 30 sqm (plant space), 83 sqm, 90 sqm and 86 sqm) and at ground floor level, (four units of 16 sqm (plant space), 57 sqm, 80 sqm and 78 sqm), providing a total of 560 sqm including circulation space and plant. This is broadly similar to the existing 595 sqm of employment floorspace on the site, although as shown in the submitted Economic Impact Assessment shows, the number of jobs is likely to increase. It is anticipated that the units could be used for a range of Class E uses including workspace, office, retail and café use.

Residential units

- 6.3 The upper floors are occupied by 51 new homes. A mix of residential unit sizes is provided, comprising 19 no. 1-bed (37.2%), 26 no.-2-bed (51%) and 6 no. 3-bed units (11.8%). The proposed mix reflects the character and location of the site.

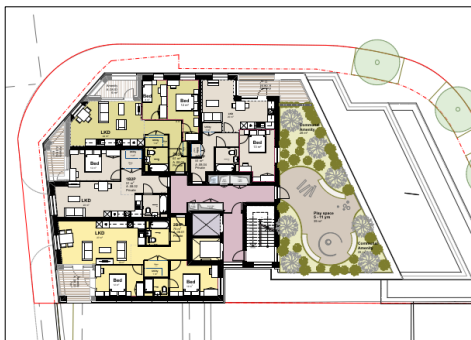


First Floor



Sixth Floor

- 6.4 Six affordable units are provided at first floor level; a mix of four affordable rent and two intermediate units at second floor level; and a mix of five intermediate and one private unit at third floor. Units on the fourth to eleventh floor are private. Floor plans of all floors are contained within Section 7 of the DAS. A shared entrance makes use of a fob controlled lift to allow access to the dedicated floors. A secondary stair provides access to the first and second floor affordable units. The lifts provide access for all residents to the roof gardens,



Eight floor



Roof Terrace

Housing Mix

- 6.5 Approximately 35% of the units by hab room will be affordable, as shown by the breakdown below:

- Affordable rent – 10 units (20%)/ 29 hab rooms (21%);
- Intermediate – 7 units (14%)/ 19 hab rooms (14%); and
- Private – 34 units (66.7%)/ 89 hab rooms (65%).

- 6.6 The split between affordable rent and intermediate is 58.8: 41.2. Details of the housing tenure

by floor is set out at Section 7.3 of the DAS.

- 6.7 69% of dwellings are dual aspect and those with single aspect are west or east facing with good daylight/sunlight.
- 6.8 Two wheelchair accessible units are provided at first floor level (one no. 1B.2P and one no. 3B/5P affordable rent units). Three wheelchair adaptable units (private) are provided at sixth floor (one no. 2B/4P) and seventh floor (one no. 1B/2P and one no. 2B/4P units). Details of the proposed layouts are shown at section 7 of the Design and Access Statement.

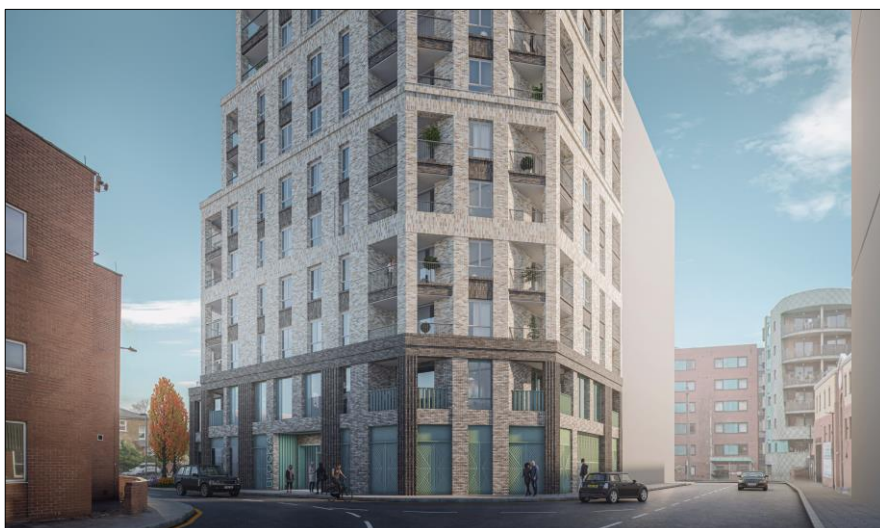
Amenity Space and Play space

- 6.9 All units have their own private amenity space and three communal areas (incorporating play space and seating areas) are proposed at roof level and at the sixth and eighth floor as follows:
- Sixth floor – comprising 105 sqm of play space for 0-4 year olds and 45 sqm of communal amenity garden;
 - Eight floor – 39 sqm of play space for 5-11 year olds and 54 sqm of communal amenity garden; and
 - Roof – 193 sqm of communal amenity area.
- 6.10 The proposed play space for 0-4 and 5-11 year olds meets the GLA play space requirements for the anticipated child yield for under 12's. Older children will have access to a number of green spaces in the vicinity of the site, including Clarendon Square, Lordship Recreation Grounds, Ducketts Common and Alexandra Park.
- 6.11 The principles of the landscape strategy for the wider site are retained and as part of the master plan approach, existing trees will be retained to the south and east of the site and additional trees introduced along the eastern edge of the site. The master plan will provide a net gain in usable public space and will improve the pedestrian experience along Clarendon Road with wider paths, street furniture and planting. Public art will be introduced within the widened public realm to the east of the building. Bio-diverse roofs will also be introduced and the proposed scheme will achieve a net bio-diversity gain incorporating ecological enhancements and an urban greening factor of 0.431 by utilising roofs for biodiversity gain and street tree planting. Further details are provided in the Landscape Strategy.

Parking and Servicing

- 6.12 93 cycle parking spaces are provided at basement level, as shown as Section 11 of the DAS. A bike lift is provided for access to the basement. A further six Sheffield stands/12 spaces will be provided for visitors within the widened footway zone on the eastern side frontage to Clarendon Road.
- 6.13 Plant areas are provided within the basement and at roof level. Refuse bins would be provided at ground floor level, in the north west of the building. Separate bin storage is provided for the different tenures and for the commercial floorspace.
- 6.14 Vehicular access will be provided from Clarendon Road at the north of the site. The scheme will generally be car free, but two disabled parking spaces are provided on site at the south west of the building. Further details are provided at Section 11 of the DAS. As detailed in the Transport Assessment, amendments will be made to the existing crossover to allow access to the proposed disabled bays; and works will be undertaken to replace the footway on the site frontage.
- 6.15 Servicing of the building will be from the west of the building. Separate stores are provided for residential and commercial uses. Further details are provided at Section 11 of the DAS.
- 6.16 An open space will be created to the south of the new building in order to separate it from the new buildings which could be developed to the south, including a new cultural centre.

Materials



6.17 The proposed materials are shown in Section 9 of the Design and Access Statement.

Elevational Treatment

6.18 The images below show the proposed elevational treatment.



North Elevation



East Elevation



South Elevation



West Elevation

Landscaping Strategy

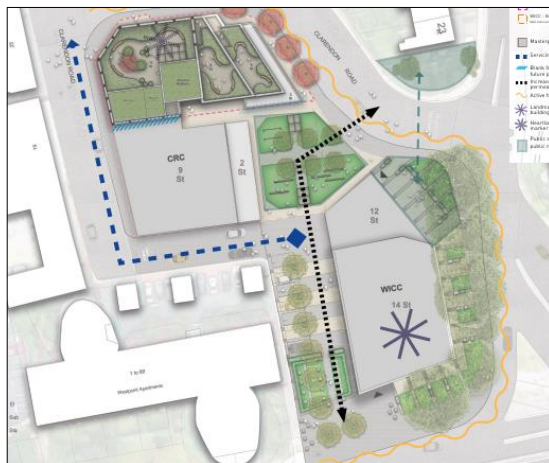


- 6.19 The proposed landscaping strategy seeks to increase the amount of usable public space, with increased permeability across the site; improve the pedestrian experience along Clarendon Road; and introduce high quality landscaping along the active frontages. Opportunities will also be created for additional street trees and sustainable drainage. In addition, the scheme will increase the biodiversity of the site and provide an Urban Greening Factor of 0.431.
- 6.20 Play areas will be created for 0-11 age groups, accessible for all tenures, at sixth and eight floors and a roof garden at the eleventh floor. A bio diverse roof will be introduced. Permeable paving will be introduced, along with wildlife planting. Further details are provided in the Landscape Strategy.

Energy Strategy

- 6.21 The proposed energy strategy will incorporate energy efficiency measures to reduce energy demand; and the scheme will be designed in accordance with the GLA's SPG on Sustainable Design and Construction.
- 6.22 An all-electric energy strategy is being proposed which will include a site-wide heat network incorporating ASHPs. Provision for future connection and adaptability to a district heat network (DHN) will be incorporated. The London Plan Energy Hierarchy will be followed and will include 10% and 15% Be Lean carbon savings for domestic and non-domestic elements respectively and total on-site carbon savings of at least 35%, following Be Clean and Be Green stages, with all remaining emissions to Net Zero Carbon being offset (all savings will be against Building Regulations Part L 2021).

The wider master plan (Illustrative only)



Option A



Option B

- 6.23 Two master plan options have been developed, both of which ensure that the cultural centre and the site allocation requirements for employment floorspace can be re-provided in the future. The Master Plans allow for a deliverable phased approach whilst retaining the previously agreed principles, including the re-provision of the cultural centre; new public realm and open space; the provision of marker buildings; and active frontages to Clarendon Road. The master plans have assumed similar heights and massing to the previously agreed 2020 scheme. A comparison of the proposed land uses is set out below:

	2020 Scheme	Master Plan A	Master Plan B
Commercial space	1,533 sqm	1,300 sqm	1,680 sqm
Cultural Centre	1,062 sqm	1,100 sqm	950 sqm
Co-living	140 co-living units	-	-
Residential	85 homes	182 homes	182 homes
Total floorspace	17,595 sqm	18,600 sqm	18,600 sqm

- 6.24 The Master Plans (Option A and B) have been developed with reference to the surrounding context, which includes the Clarendon Road gas works site to the north, with elements of up to 18 and 20 storeys; the Railway approach site (Fairview Homes) to the south comprising

two buildings of four and 14 storeys; and the existing two storey residential properties to the east.

- 6.25 Master Plan Option A incorporates a central open space between the northern and western elements (two, six, eight and eleven storeys) and the southern element (twelve and fourteen storeys); whilst Option B infills this central area. Option A provides for a new cultural centre over two floors; whilst Option B provides for a single storey cultural centre. Both options provide for circa 1,300 sqm of commercial floorspace; circa 1,100 sqm of cultural floorspace; and 182 new homes.
- 6.26 The masterplans incorporate key features from the previous masterplan for the comprehensive redevelopment of the three sites, including improved public realm and a community garden; strengthening the primary route with active frontages; a servicing strategy along the back of the site from Clarendon Road; and the introduction of a marker building at the entrance to the Haringey Heartlands. Commercial floorspace is provided at ground and basement level. Parking is provided at grade to the west and south of the central building.
- 6.27 As part of the longer term strategy, there is scope to widen and enhance Clarendon Road as the vehicular approach into Heartlands.
- 6.28 These master plans do not form part of the current planning application and are included for illustrative purposes only.

7.0 PLANNING POLICY CONTEXT

Introduction

- 7.1 This section of the Planning Statement sets out the relevant national and local planning policy.

National Planning Policy Framework

- 7.2 The NPPF (2021) sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. Whilst not prescriptive, the NPPF is material to the consideration of all planning proposals; setting the framework for policy making and development control and seeking to put into place a positive approach to development (as set out in the 'Planning for Growth' Ministerial Statement). Advice is provided on a wide range of material considerations, with a presumption in favour of sustainable development being the cornerstone of the advice.
- 7.3 A presumption in favour of Sustainable development is at the heart of the NPPF. Chapter 2 of the NPPF highlights the importance of the planning system in achieving sustainable development, which involves achieving the three overarching objectives of providing an economic benefit, a social benefit and an environmental benefit. For plan making this involves seeking opportunities which meet the developments needs of their area and for decision taking, this means approving development proposals which comply to up-to-date development plans without delay.
- 7.4 Chapter 5 of the NPPF (Delivering a sufficient supply of homes) states at paragraph 60 that *"...it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."* Additionally, paragraph 62 states that *"where affordable housing is identified, planning policies should specify the type of affordable housing requires..."* The NPPF also identifies in paragraph 69 that *"...small and medium sized sites can make an important contribution to meeting the housing requirements of an area..."* Additionally, paragraph 62 adds *"...the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies."*
- 7.5 Paragraph 65 of Chapter 5 of the NPPF also requires that major developments should provide at least provide 10% of homes as affordable units, unless this would contribute to exceeding the required level of affordable housing in an area or significantly prejudice the

ability to meet identified affordable housing needs of specific people.

- 7.6 Chapter 8 (Promoting healthy and safe communities) focuses on planning policies and decisions to help achieving healthy, inclusive and safe places and providing social, recreational and cultural facilities, which contributes to providing the social objective. This requires planning policies and decisions to ensuring an integrated approach is applied in considering the location of housing and other uses and facilities as well as ensuring that places are safe, accessible and allow community cohesion.
- 7.7 Chapter 9 (Promoting sustainable transport) outlines the role of transport in achieving sustainable development. Paragraph 105, states that *“significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.”* Paragraph 111 adds that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* Paragraph 112 outlines that proposals should;
- give priority first to pedestrian and cycle movements;
 - address the needs of disabled people and those of reduced mobility;
 - create places which are safe, secure and attractive;
 - allow for the efficient access by services and emergency vehicles; and
 - be designed to enable charging of plug-in and ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.8 Paragraph 108 of the NPPF highlights that maximum parking standards should only be set when there is a clear justification that it is necessary for managing the local road network or for optimising the density of a development in locations which are well served by public transport. Paragraph 113 requires all development which would generate significant amounts of movement to be supported by a travel plan and a transport statement or transport assessment.
- 7.9 Chapter 11 (Making effective use of land) notes at paragraph 119 that *“planning policies and decisions should promote an effective use of land in meeting the need for homes and other use...”*. The paragraph highlights the need to make use of ‘brownfield’ land as much as possible. Furthermore, paragraph 120 adds that *“planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs; promote and support the development of under-utilised land and*

buildings, especially if this would help to meet identified need for housing...

7.10 Paragraph 124 of the NPPF states that “planning policies and decisions should support development that makes efficient use of land, taking into account:

- *the identified need of different types of housing and other forms of development;*
- *local market conditions and viability;*
- *the availability and capacity of infrastructure services;*
- *the desirability of maintaining an area’s prevailing character and setting; and.*
- *the importance of securing well-designed, attractive and healthy places.*

7.11 Chapter 12: Achieving Well-Designed Places establishes national policy guidance on the design of the built environment. Paragraph 126 states that good design of individual buildings within an area is a key aspect of sustainable development. However, where Plans set out a clear design vision and expectations, paragraph 128 states that any degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified. Moreover, paragraph 134 (b) of the NPPF states that that “*significant weight should be given to outstanding or innovative designs which promote high levels of sustainability or help to raise the standard of design more generally within the area.*”

7.12 Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) requires the planning system to support the transition to a low carbon future, taking into account flood risk and coastal change. Planning should also help to contribute to radical reductions in greenhouse gas emissions. Paragraph 152 of the NPPF requires that new developments should help to reduce greenhouse gas emissions, for example, through the design, location and orientation of the building Paragraph 169 states that major developments should incorporate sustainable drainage systems unless clear evidence is provided that this would be inappropriate.

7.13 Chapter 15 (Conserving and enhancing the natural environment) highlights the importance of the planning system to contributing to and enhancing the natural and built environment. Paragraph 170 (part e) requires developments where possible to contribute to improving the air quality and water quality. Paragraph 174 then states that “*plans should distinguish between the hierarchy of international, national and locally designated sites...*”

Statutory Development Plan

7.14 The Statutory Development Plan for the sites comprises:

- The London Plan (2021);
- Haringey's Local Plan Strategic Policies 2013 – 2026 (March 2013, consolidated with alterations since 2017);
- Haringey's Development Management DPD (July 2017); and
- Haringey's Site Allocations DPD (July 2017).

7.15 Haringey Council is also currently preparing the 'Wood Green Area Action Plan' (consultation draft March 2018), which, once adopted, will form part of the development plan. The Wood Green AAP was consulted on between 1 February 2018 and 16 March 2018 and further consultation is planned this year, with an estimated adoption date of 2020.

7.16 The Council's adopted Haringey Heartlands Development Framework SPD (April 2005) is a material consideration.

London Plan (2021)

1.1 The London Plan 2021 is the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. Local Plans are required to be in 'general conformity' with the London Plan.

1.2 Policy GG1 (Building strong and inclusive communities) states that good growth is inclusive growth and developments must provide access to good quality community spaces, services and amenities and infrastructure that accommodate, encourage and strengthen communities. Developments must ensure that new buildings and new spaces enhances the identity, legibility, permeability and inclusivity of neighbourhoods and are resilient and adaptable.

1.3 Policy GG2 (Making the best use of land) identifies that developments must enable use of brownfield sites and maximise higher density in areas which are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

1.4 Policy GG3 (Creating a healthy city) requires developments to contribute to improving health, which includes providing access to green space, recreation and sports facilities. New developments should also ensure that they are well-insulated to avoid health problems associated with damp, heat and cold.

- 1.5 Policy GG4 (Delivering the homes Londoners need) requires developments to support the strategic target of providing 50% of all new housing as affordable; and require developments to create mixed and inclusive communities by providing good quality homes of high design standards and provide for identified needs.
- 1.6 Policy GG6 (Increasing efficiency and resilience) states that buildings and infrastructure should be designed to adapt to climate change and make efficient use of resources, contributing towards London becoming a zero-carbon city by 2050, whilst ensuring that a safe and secure environment is created which is resilient to emergencies.
- 1.7 Policy D3 (Optimising site capacity through the design-led approach) requires that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations, i.e., ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. Paragraph B of the policy notes that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 1.8 In terms of form and layout, Policy D3 notes that development should:
- 1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions;*
 - 2) encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area;*
 - 3) be street-based with clearly defined public and private environments;*
 - 4) facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users.*
- 1.9 In addition, development should:
- 5) achieve safe, secure and inclusive environments;*
 - 6) provide active frontages and positive reciprocal relationships between what happens*

inside the buildings and outside in the public realm to generate liveliness and interest;

7) deliver appropriate outlook, privacy and amenity;

8) provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity;

9) help prevent or mitigate the impacts of noise and poor air quality; and

10) achieve indoor and outdoor environments that are comfortable and inviting for people to use.

1.10 In regard to quality and character, schemes should:

11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character;

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well;

13) aim for high sustainability standards and take into account the principles of the circular economy;

14) provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

1.11 Policy D4 (Delivering good design) states that Masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and place-making based on the requirements.

1.12 Policy D5 (Inclusive Design) requires schemes to be designed taking into account London's diverse population; provide high quality people focussed spaces that are designed to facilitate social interaction and inclusion; and be convenient and welcoming with no disabling barriers.

1.13 Policy D6 (Housing quality and standards) states that housing developments should provide adequately designed rooms with functional layouts without differentiating between tenures. Specific internal space standards are set out in Table 3.1. A minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings, with an extra 1 sqm for each additional occupant, and a minimum depth and width of 1.5m.

1.14 Policy D7 (Accessible housing) requires residential developments to ensure that:

- at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'; and
- 4.1 all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

1.15 Policy D8 (Public realm) outlines that development proposals should encourage and explore opportunities to create new public realm where appropriate; and ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed in order to minimise intrusive lighting infrastructure and reduce light pollution. In addition, appropriate management and maintenance arrangements should be in place.

1.16 Policy D9 (Tall Buildings) requires Development Plans to define what is considered a tall building for specific localities. This is generally not less than 6 storeys or 18 metres from ground to floor level. Development proposals will be required to address visual impacts; and ensure that tall buildings reinforce the spatial hierarchy of the local and wider context; be of exemplary standard; take account of the significance of London's heritage assets and their settings; and in addition consider the functional impact of the building; and the environmental impact in terms of wind, daylight, sunlight penetration and temperature conditions around the building and air movement and noise created by air movement. Consideration must also be given to cumulative impacts.

1.17 Policy D12 (Fire safety) requires buildings to be designed with appropriate features which reduce the risk to life and serious injury in the event of a fire and buildings should be constructed in appropriate ways to minimise the spread of fire. All major development proposals should be submitted with a Fire Statement.

1.18 Policy D14 (Noise) requires residential development proposals to manage noise by avoiding significant adverse noise impacts on health and quality of life, by improving and enhancing the acoustic environment and promoting appropriate soundscapes.

1.19 Policy H1 (Increasing housing supply) states that in order to ensure that the ten-year housing targets are met, boroughs should optimise the potential for housing delivery on all suitable

brownfield sites. In the case of Haringey there is a requirement for 15,920 new residential units over the next 10 years.

- 1.20 Policy H4 (Delivering affordable housing) states that the strategic target is for 50% off all new homes delivered across London to be genuinely affordable. Public sector land is required to deliver at least 50% affordable homes.
- 1.21 Policy H6 (Affordable housing tenure) requires the following split to be applied to residential developments:
 - a minimum of 30% low cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes; a minimum of 30% intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership; and
 - the remaining 40% to be determined by the borough as low cost rented homes or intermediate products based on identified need.
- 1.22 Policy H10 (Housing size mix) requires schemes to provide a range of different unit sizes, having regard to local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods and the need to deliver a range of unit types and tenures.
- 1.23 Policy S4 (Play and informal recreation) requires residential development proposal to incorporate good-quality, accessible, safe play provision for all ages and at least 10 sqm per child. The play area should provide a stimulating environment and must incorporate trees or other forms of greenery, be overlooked to enable surveillance and must not be segregated by tenure.
- 1.24 Policy E7 (Industrial intensification, co-location and substitution) states that “*Development Plans and development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through: 1) introduction of small units 2) development of multi-storey schemes 3) addition of basements 4) more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.*” The policy permits mixed use development proposals including residential on non-designated industrial sites where there is no reasonable prospect of the site being used for industrial purposes, it has been allocated in an adopted local development plan document for residential or mixed use; or industrial, storage or distribution is included within the mixed use.

- 1.25 Policy G5 (Urban greening) requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of the site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.
- 1.26 Policy G6 (Biodiversity and access to nature) protects sites of nature conservation value and seeks opportunities to create other habitats. Development proposals should manage any potential impacts on biodiversity and aim to secure net biodiversity gain.
- 1.27 Policy G7 (Trees and woodlands) provides protection to trees, forests and woodlands. Development proposals should ensure that, where possible, existing trees of value are retained and the planting of additional trees should generally be included in new developments.
- 1.28 Policy SI1 (Improving air quality) states that development proposals should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality. A development proposal must at least be Air Quality Neutral.
- 1.29 Policy SI2 (Minimising greenhouse gas emissions) requires major developments to be net zero carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
- *be lean: use less energy and manage demand during operation;*
 - *be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly;*
 - *be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and*
 - *be seen: monitor, verify and report on energy performance.*
- 1.30 A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. For residential development, 10% should be achieved through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the

borough, either: 1) through a cash in lieu contribution to the borough's carbon offset fund, or 2) off-site, provided that an alternative proposal is identified and delivery is certain.

- 1.31 Policy SI4 (Managing heat risk) states that proposals should minimise adverse impacts on urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
- 1.32 Policy SI13 (Sustainable drainage) states that development proposals should aim to achieve the greenfield run-off rates and manage surface water run-off as close to its source as possible. The drainage hierarchy set out in the London Plan should be applied to proposals.
- 1.33 Policy T1 (Strategic approach to transport) states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 1.34 Policy T2 (Healthy Streets) requires development proposals to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should: 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance 2) reduce the dominance of vehicles on London's streets whether stationary or moving 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- 1.35 Policy T4 (Assessing and mitigating transport impacts) requires a transport assessment/statement to be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
- 1.36 Policy T5 (Cycling) of the London Plan requires 1 space per studio or 1b/1p unit, 1.5 spaces per 1b/2p unit and 2 spaces for all other dwellings, plus visitor spaces at a ratio of 2 spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings.
- 1.37 Policy T6 (Car parking) states that new residential development should not exceed the maximum parking standards set out in Table 10.3 of the London Plan. Car free developments

should be the starting point for all development proposals in places that are well-connected by public transport. However, appropriate disabled persons parking should be provided. Point F of the Policy states that the provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

- 1.38 Policy T7 (Deliveries, servicing and construction) requires that deliveries, servicing and construction proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. During the construction phase of developments, inclusive, and safe access for people walking cycling should be prioritised at all times.

Haringey's Local Plan Strategic Policies (March 2013, consolidated with alterations since 2017)

- 7.17 The key policies relating to growth, housing, employment and culture are set out below.
- 7.18 SP1: Managing Growth promotes growth in the most suitable locations, which includes Wood Green. The Plan also proposes increasing the capacity and variety of uses at Wood Green Metropolitan town centre; maximising capacity for homes and employment growth on underused brownfield land; the preparation of a business relocation strategy to provide impetus for land assembly; and the implementation of pedestrian linkages.
- 7.19 SP2: Housing promotes high quality homes to meet Haringey's housing needs; and promotes 40% affordable housing by habitable room on sites of 10 or more units, subject to location, scheme details and site characteristics (split 60% affordable rent and 40% intermediate).
- 7.20 SP8: Employment encourages a strong economy and identifies a demand for an additional 23,800 sqm of B class floorspace up to 2026; to be met by the reuse of surplus employment designated land in B2 and B8 uses and intensification of uses of existing employment areas.

Haringey DPD (adopted July 2017)

- 7.21 The key policies of relevance are set out below.
- 7.22 Policy DM6: Building Heights states that the Council expects building heights to be of an appropriate scale which responds positively to the site's surroundings, the local context and the need to achieve a high standard of design. Taller buildings must be justified in urban design terms. Part B) of Policy DM6 states that proposals for taller buildings that project

above the prevailing height of the surrounding area must be justified in urban design terms and should (a) be of a high architectural quality and design; (b) protect and preserve existing locally important and London wide strategic views; (c) conserve and enhance the significance of heritage assets and their setting. Tall buildings will only be acceptable where they are landmark buildings (a way finder; elegant and well proportioned; and positively engaging with the street environment). The Council defines tall buildings as those over 10 storeys.

7.23 Policy DM55: Regeneration/Masterplanning requires that the allocated sites should be considered as part of a masterplan which shows that the proposal will not prejudice the future development of other parts of the site.

7.24 Part A) of Policy DM40: Non-Designated Employment Land and Floorspace states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f), which seek to maximise the amount of employment floorspace, provide demonstrable improvements to the site's suitability for continued employment use in terms of types of jobs provided, flexible design and environmental quality; provide an element of affordable workspace where viable; ensure appropriate residential amenity; and not conflict with the continued employment function of the site and nearby employment sites.

7.25 Policy DM11: Housing Mix, whilst not providing a definitive required mix, states that the Council will not support an overconcentration of 1 or 2 bed units.

Haringey's Housing Strategy

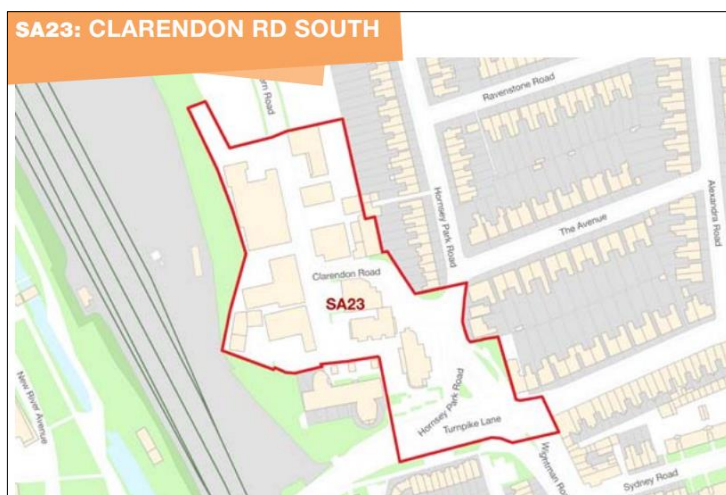
7.26 While the SHMA identifies a significant shortfall in 1 and 2 bed dwelling, the most acute shortage relates to larger family homes of 3 or more bedrooms, particularly in the social housing sector.

7.27 Haringey's Housing Strategy 2017-2022 sets out the following requirements for affordable rented and intermediate housing:

	1bed	2bed	3bed	4bed +
Affordable rented	11%	45%	33%	11%
Intermediate	30%	60%	10%	

Haringey Site Allocations DPD (2017)

Site Allocation SA23: Clarendon Road South



Site Allocation SA23

- 7.28 The application site comprises the south east corner of Site Allocation SA23. The proposed allocation is to *“realign Clarendon Rd and create employment-led mixed-use development to complement the Clarendon Road Square development site.”* For the wider SA23 site the allocation assumes a capacity of 206 residential units; 5,390 sqm of employment use and 5,390 sqm of other use.
- 7.29 The supporting text to the allocation states that “following the completion of Clarendon Square development (to the north of the site), the southern end of Clarendon Road has potential for some new development. This should create an increase in job numbers and densities, to which the proceeds from residential development can contribute financially. A realignment of Clarendon Road to improve traffic flow at the Hornsey Park Road/ Turnpike Lane junction will be considered.”

Site Requirements

7.30 The Allocation sets out specific site requirements:

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation in line with Policy DM55;
- No buildings need to be retained;
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane;
- The maximum quantum of employment floorspace feasible should be provided on this site;
- Residential development may be suitable on the site in order to increase the viability of new workspace;
- Alternative re-provision of the West Indian Cultural Centre will need to be agreed before development can proceed;
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38;
- The site adjoins a north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development; and
- Heights should be restricted where they adjoin the properties on Hornsey Park Road. Taller development will be acceptable on the west side of Clarendon Road; and
- Consideration should be given to the Council's latest decentralised energy masterplan.

Wood Green Area Action Plan (Preferred Option February 2018)

7.31 **WG2: Housing** seeks to improve the diversity and choice of homes, and to support mixed and balanced communities in Wood Green. The draft AAP states that the Council will support the delivery of 6,400 additional new homes across the Wood Green AAP area in order to meet housing needs, contribute to mixed and balanced communities and to improve the quality of homes.

7.32 **WG3: Economy** notes that applications which create new employment floorspace and promote increased jobs and job densities in the AAP area will be supported. Part A of the Policy notes that *"the Heartlands sub-area will transform from a principally industrial area to a mixed-use area, encompassing"*. In relation to new employment uses, *"workspace that incorporates individual unit sizes of between 50 and 500m² will be supported, to provide accommodation suitable for Small and Medium sized Enterprises (SMEs) start up and grow-on space. Affordable rents will be required on sites which are to provide an incubatory function."*

Site Allocation SA27: Clarendon Road South (Draft Wood Green Action Area Plan 2018)

- 7.33 The site is in addition part of the draft Site Allocation SA23: Clarendon Road South of the draft Wood Green Area Action Plan. The proposed site allocation states “*subject to appropriate re-provision of the existing community uses creation of new mixed-use development including community, employment and residential uses.*”
- 7.34 The supporting text notes that there is potential for the site to be used more intensively and complement the development further north. Development proposals will be required to be accompanied by a site wide masterplan to ensure that any development does not compromise co-ordinated development on other parcels of lands. In particular the allocation notes that whilst
- 7.35 Businesses should be retained within the AAP area wherever possible; and new employment floorspace will be sought (studio or SME office space). There should be no net loss of employment floorspace. The site lies outside of protected view corridors and may be suitable for tall buildings- heights will be restricted adjoining Hornsey Park Road, but taller development will be acceptable on the west side of Clarendon Road.

WG SA 27: CLARENDON RD SOUTH



Proposed Site Allocation

8.53 Subject to appropriate re-provision of the existing community uses, creation new mixed-use development including community, employment and residential uses.

Commentary

8.54 This site is currently of a mixed characteristic, including a mix of community, employment and residential uses. There is potential for the site to be used more intensively, and complement the development which is expected to take place in the Clarendon Rd development.

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	1.7	PTAL Rating	4
Timeframe for delivery	2018-2023	2023-2028	2028 onwards
Current/Previous use	West Indian Cultural Centre, Day Centre, Commercial Premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: • Article 4 direction for Heartlands rail corridor • Area of Archaeological Importance		
Indicative Development Capacity	Net residential units	Employment m²	
	201	8,435	

164 Wood Green Action Area Plan – Preferred Option Feb 2018

8.0 AFFORDABLE HOUSING STATEMENT

- 8.1 The scheme provides 51 new residential units, with a mix of 19 no. 1-bed units, 26 no. 2-bed units and 6 no. 3-bed units. 63% of units will be 2 and 3 bedroom. Two wheelchair accessible units are provided at first floor level (one no. 1B.2P and one no. 3B/5P affordable rent units). Three wheelchair adaptable units (private) are provided at sixth floor (one no. 2B/4P) and seventh floor (one no. 1B/2P and one no. 2B/4P units). Further details are provided at Section 7.1 of the DAS.
- 8.2 Approximately 35% of the units by hab room will be affordable, as shown by the breakdown below:
- Affordable rent – 10 units (20%)/ 29 hab rooms (21%);
 - Intermediate – 7 units (14%)/ 19 hab rooms (14%); and
 - Private – 34 units (66.7%)/ 89 hab rooms (65%).
- 8.3 Policy H4 (Delivering affordable housing) of the London Plan promotes 50% affordable homes at a strategic level; whilst Policy H5 (Threshold Approach to applications) requires a minimum of 35% affordable homes. SP2: Housing of the Haringey Local Plan encourages 40% on sites over 10 units, split 60% affordable rent and 40% intermediate, subject to site characteristics and viability.
- 8.4 The split between affordable rent and intermediate is 59:41, which broadly meets the requirement of Policy SP2 for the affordable housing provision to be split 60% affordable rent and 40% intermediate. Paragraph 3.6 of the supporting text states that through the redevelopment of land within the Borough, the Council seeks to “*ensure that the mix of new residential development is appropriate to its local context, as well as targeted to meeting specific local housing needs and improving housing choice*”.

9.0 TECHNICAL ASSESSMENTS

Design and Access Statement

- 9.1 A Design and Access Statement has been prepared by Stockwool. This provides details of the site context and site analysis; information relating to the previous 2020 comprehensive scheme; and how the design for the current scheme has developed. Detailed information is provided on the site layout, landscaping and design strategies.

The Landscape Strategy

- 9.2 A Landscaping Strategy has been prepared by Standerwick Design which incorporates details of the proposed play space provision; biodiversity enhancement measures and lighting strategy.

Arboricultural Impact Assessment and Tree Survey

- 9.3 An Arboricultural Impact Assessment and Tree Survey were completed by MJC Tree Servicing in November 2020. This identified that the proposed 2020 comprehensive scheme required the removal of 14 individual trees and the crown reduction of a further six trees. The scheme was designed to ensure that new tree and shrub planting was introduced to mitigate for the tree losses. The Arboricultural Impact Assessment included a Tree Constraints Plan, a detailed Tree Protection Plan and mitigation measures to ensure any lost trees were replaced. The Survey and Impact Assessment are currently being updated, and further information will be submitted during the determination of the planning application.

Preliminary Ecological Assessment

- 9.4 A Preliminary Ecological Assessment was undertaken by Ecology & Land Management. A survey was undertaken on 15 October 2022. The site comprises building, trees, shrubs and ruderal vegetation. The site has low potential to support protected species and the buildings/site have negligible bat roost potential or habitats for reptiles. A biological records search from GiGL shows that the site is not designed for its nature conservation value. There are no statutory designed sites of European or National importance within 1km of the site and one LNR (Alexandra Palace and Park). There are six non-statutory designated sites within 1km of the site. The nearest is New River, a Site of Metropolitan Importance (M098), a top tier SINC (Site of Importance for Nature Conservation), which is approximately 200m

west of the site. A Green Chain habitat is located 50m west of the site. Information from Magic.gov.uk shows that the site lies within an SSSI Impact Risk Zone. Outline biodiversity enhancement has been proposed for the site to include habitat for birds, bats and invertebrates.

Daylight/Sunlight Assessment

- 9.5 The Daylight/Sunlight Assessment undertaken by XC02 has assessed the potential impact of the scheme on neighbouring properties and the quality of the new accommodation.
- 9.6 The Daylight and Sunlight analysis was carried out for the proposed development at 30 Clarendon Road, in accordance with BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" by PJ Littlefair et al. (2022). The Assessment has taken into account the potential buildings on the Clarendon Recovery College and WICC sites, immediately to the south of the application site. In order to allow for the worst case scenario if these were to come forward.
- 9.7 The scheme has been amended during an iterative design process in order to optimise the scheme's performance in terms of daylight levels. Room layouts have been amended to allow for better daylight penetration, glazing and window sizes have been increased and balcony depths have been reduced to maximise daylight penetration.

Daylight Assessment (Internal)

- 9.8 The rooms evaluated in the internal daylight assessment included open plan kitchen, living room, dining spaces, and bedrooms within the proposed development. The assessment was carried out for 17 no. dwellings considered to be the worst-case units in terms of daylight access across the scheme. All habitable rooms within these dwellings have been included in the assessment.
- 9.9 The analysis results indicated that 37 out of 49 rooms satisfy the recommendations set out by the BRE's guidance. Of the remaining 12 rooms, half are kitchen/living/dining rooms while the other half are bedrooms. Five of the six remaining kitchen/living/dining (KLD) rooms meet within 80% or above of the BRE recommendations, and the remaining 1 meets within 70% of the BRE recommendations. Two of the six remaining bedrooms fall within 80% of the BRE recommendations as well, while the remaining four are located on the first floor of the building and have greater obstructions.

- 9.10 Overall, the proposed development as a whole is anticipated to achieve adequate levels of daylighting to all dwellings and habitable spaces and is therefore considered to provide good quality of accommodation to the future occupants in terms of daylight.

Sunlight Assessment (internal)

- 9.11 The assessment was carried out for 17 no. dwellings considered to be the worst-case units in terms of sunlight access across the scheme.
- 9.12 A total of 17 living spaces were assessed for solar access. The analysis has shown that 14 rooms will achieve adequate annual and winter sunlight based on the BRE Guide.
- 9.13 The remaining three living rooms fall short of the BRE Criteria. However, these are located at the north/north-west façades which allows for a reduced amount of sunlight exposure. The number of dwellings with living rooms facing solely north, northeast, or northwest has been minimised in this scheme.
- 9.14 Overall, it can be concluded that the proposed design offers adequate accessibility to sunlight in living spaces considering the context and limitations of the site.

Overshadowing Assessment

- 9.15 A solar access analysis was undertaken for a total of three amenity spaces for the full 24 hours on 21st of March in line with the BRE guidance. All of the amenity spaces satisfy the BRE criteria. All amenity spaces are predicted to achieve at least 2 hours of sunlight for more than 50% of their area on March 21. The open spaces of the proposed development are therefore considered to be adequately sunlit.
- 9.16 In conclusion, the daylight, sunlight and overshadowing analysis indicates that the habitable rooms of the proposed development at Jessica Buttons Factory Site will achieve adequate levels of daylight and sunlight.

Daylight/Sunlight Assessment (Neighbouring Properties)

- 9.17 The daylight, sunlight and overshadowing analysis indicates that there will not be a significant impact on surrounding properties arising from the proposed development at Jessica Buttons Factory Site, 30-36 Clarendon Road, London N8 0DJ.
- 9.18 XCO2 have undertaken an assessment of the daylight and sunlight impacts of the proposed

development on surrounding developments, in accordance with the BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" by PJ Littlefair et al. (2022).

9.19 The following properties were assessed:

- Westpoint Apartments
- 19-27 Clarendon Road
- 50A Clarendon Road
- Katerina House Apartment Building
- 23,25,27,27A,29,31,31C Hornsey Park Road
- 2 The Avenue
- 8 Hornsey Park Road
- 10 Hornsey Park Road
- 141 -159 Turnpike Lane
- West India Cultural Centre
- Clarendon Recovery College

9.20 This included the following assessments:

- Daylight: 25 Degree Line
- Daylight: Vertical Sky Component
- Sunlight: Sunlight Access
- Sunlight: Sunlight Overshadowing

Daylight Assessment (Neighbouring Properties)

9.21 A total of 336 windows from buildings surrounding the site were highlighted as being in close proximity to and facing the proposed development and were assessed. This showed that daylighting levels for potentially affected windows within surrounding properties were acceptable considering their individual contexts.

9.22 In summary,

- 63 out of 336 windows passed the 25-degree line test;
- 135 windows achieved VSCs greater than 27%;
- 56 windows achieved relative VSCs over 0.8 of their former values;

- 21 windows achieved relative VSCs slightly below of 0.8 of their former values;
- 4 windows achieved VSCs greater than 20% which is deemed good for a city environment;
- 14 windows are located beneath a recessed balcony which reduces the access to daylight more significantly than the development due to sky being almost three times brighter at the zenith than the horizon in the calculations in line with BRE's methodology;
- 42 windows belong to non-residential spaces where artificial lighting is expected and requirement for daylight levels are not as that of a residential development;

- 9.23 As the site currently consists of a two-storey building and the windows have been facing an underdeveloped site, the remaining 1 window is considered to be receiving higher than typical levels of daylight within a city environment.
- 9.24 Overall, it is considered that the proposed development would not have a significant impact on the daylight received by neighbouring properties

Sunlight Assessment (Neighbouring Properties)

- 9.25 A total of 103 windows within adjoining buildings were assessed for sunlight access. The analysis showed that 6 of the 103 windows passed the 25-degree line test. 82 windows achieved annual probable sunlight hours (APSH) greater than 25% and winter probable sunlight hours (WPSH) greater than 5% or at least 80% of their former value.
- 9.26 The remaining 15 windows achieved APSHs and/or WPSHs marginally below the BRE recommendations. 11 out of 15 windows are located beneath a recessed balcony; and 11 windows were located within a recessed balcony which limited their access to sunlight. It is important to note that as the current site comprises a two-storey building, the windows facing the proposed site receive higher than typical levels of sunlight within a city environment.
- 9.27 Therefore, the proposed development of the Jessica Button site is not considered to have a significant impact on sunlight access to windows of surrounding developments.

Overshadowing Assessment

- 9.28 A solar access analysis was undertaken for a total of 14 amenity spaces for the full 24 hours on the 21st of March. The results show that each of the analysed areas will receive more than two hours of sunlight on 21 March under proposed conditions over 50% of their area or are achieving at least 80% of their existing sunlight. Therefore, all of these open spaces meet the BRE requirements for overshadowing .

- 9.29 The proposed development will not therefore have any significant impact on sunlight access to the amenity spaces surrounding the site.

Transport Assessment

- 9.30 A Transport Assessment has been prepared by Canapero Associates. This incorporates a Parking and Access Statement; Delivery and Servicing Plan; Draft Travel Plan and Draft Construction Logistics Plan.
- 9.31 The transport assessment finds that the site benefits from good access to public transport with access to services via the London Underground, overground rail and buses, all accessible within a short walking distance of the site. The assessment also finds that the proposals will result in the improvement of the public realm through the creation of high quality pedestrian facilities as well as accessible cycle parking.
- 9.32 The site layout allows for the safe collection of waste and refuse and includes a good provision of disabled parking spaces. The proposals seek to promote travel by non-car modes with the report concluding that the proposals should result in a net decrease in car driver trips to and from the site. It is also considered that the increase in the use of public transport will also not cause any undue stress on the local transport infrastructure.
- 9.33 The Parking Stress Survey undertaken in September 2022 found that occupancy of parking bays was typically 60-70%, still leaving 277 empty parking spaces across the area. The busiest time was Sunday at midday with 74% occupancy, leaving 45 empty bays available for use. In regard to the roads closest to the site, i.e., Clarendon Road, Mary Neuner Road, Malvern Road, Ravenstone Road and The Avenue and across all parking bay types the occupancy is higher on weekdays and is in the 60% to 80% range with a peak of 80% occupancy, with 24 empty spaces recorded at 01:00 am. This is still below the 90% threshold when generally parking stress is deemed to start occurring, with some circulation needed to find an empty space.

Delivery and Servicing Plan

- 9.34 The Framework Delivery and Servicing Plan prepared by Canapero Associates sets out how the servicing of the development will be undertaken, including how goods will be delivered and how refuse will be stored and collected. It is a 'live' document and should therefore be continually reviewed and updated whenever material changes are made that affect the day-

to-day operation of the development with regards to servicing and waste management. Overall, the DSP will ensure the successful operation of servicing activity and refuse collection on a day-to-day basis. The document will ensure that conflicts with pedestrians and other vehicles are minimised and that the servicing of the Development will not affect the free flow or environmental condition of the public highway, The DSP will ensure refuse collection is managed appropriately to avoid any impact on the amenity of surrounding premises.

Framework Travel Plan

9.35 A Framework Travel Plan has been prepared by Caneparo Associates for the residential and commercial elements of the Development. Once the development proceeds through the construction and occupation process, this document will be used as a framework to produce a full Travel Plan for each use. The draft Plan sets out details of the site's accessibility to public transport and facilities and amenities and provides details of the public transport available.

9.36 The Travel Plan's overriding objective is:

To engage with and encourage staff, residents and visitors to use more sustainable ways of travelling to / from the Development through more effective promotion of active modes such as cycling and walking. This will minimise the impact of the Development on the surrounding public transport network.

Outline Construction Logistics Plan

9.37 Caneparo Associates have prepared an Outline Construction Logistics Plan (CLP) for the proposed scheme. The CLP sets out the expected management of traffic during the demolition and construction period; provides a robust strategy to minimise the potential disruption to the local community; and seeks to minimise the environmental impact of demolition and construction.

9.38 The CLP assumes site set up and demolition from April 2023. The completion date for the building programme is November 2024. Where possible, a single on-site loading area will be provided during the construction phase. A secondary on-street loading area will be provided on Clarendon Road, adjacent to the northern part of the site.

9.39 The document provides details required for the successful management of construction vehicles entering and leaving the site as well as their operations within it. The document

forms the basis of a full construction logistics plan which will be provided when a contractor for the development is appointed. A live document can then be issued to accommodate any changes as required during the construction phase of the development.

Flood Risk Assessment

- 9.40 Graphic Structures has assessed the risk of flooding in relation to the development proposals and the site is deemed to be at a low risk of flooding from all sources. The site is located within Flood Zone 1. The nearest water course to the site is the New River Canal, which is located around 150m to the west of the site. The development is at a low risk of flooding from rivers and seas. The assessment also confirms that the development is at a low risk of flooding from sewers, ground water and artificial water bodies; and the site is not located within a Groundwater Source Protection Zone (SPZ). The SFRA and SFRA confirm the site is not located within a Critical Drainage Area.
- 9.41 The scheme is considered “more vulnerable” due to part of it being residential. The overarching flood risk mitigation requirement for this development is for the proposed levels design to provide flood flow routes which ensure that the risk of flood water entering the building is minimised.
- 9.42 In terms of flooding from surface water, there are small areas at low risk towards the south of the site. The proposed development does not involve building placement within any of the site area at risk of surface water flooding which means that the existing overland flow route will be maintained, therefore, not placing any areas outside of the site at an increased risk of flooding. To minimise any risk from this source of flooding, the site levels will be designed to route any surface water away from building entrances for the event of surface water flooding or a local drainage system failure. The site is therefore considered at a low risk of flooding from surface water providing site levels are carefully designed to route any overland flows away from building entrances.
- 9.43 Due to the anticipated underlying impermeable geology of the site and site constraints, total disposal of the sites surface water via infiltration SuDS such as soakaways is not assumed to be achievable. Blue roofs and underground attenuation tanks have been identified as the most suitable form of attenuation storage for the development.
- 9.44 It is proposed that the peak surface water rate from the site is restricted to 5 l/s. The LLFA were consulted as part of the pre-planning process for the 2020 scheme. Officers agreed

that the peak rate would be set to 25 l/s. Hence the 5 l/s proposed as part of this application represents a prorated rate based on the overall area.

- 9.45 A pre-planning enquiry was submitted to Thames Water in relation to the wider scheme and Thames Water previously confirmed that the offsite foul and surface water sewer network would have capacity to receive the proposed discharge rates from the development.

Drainage Strategy

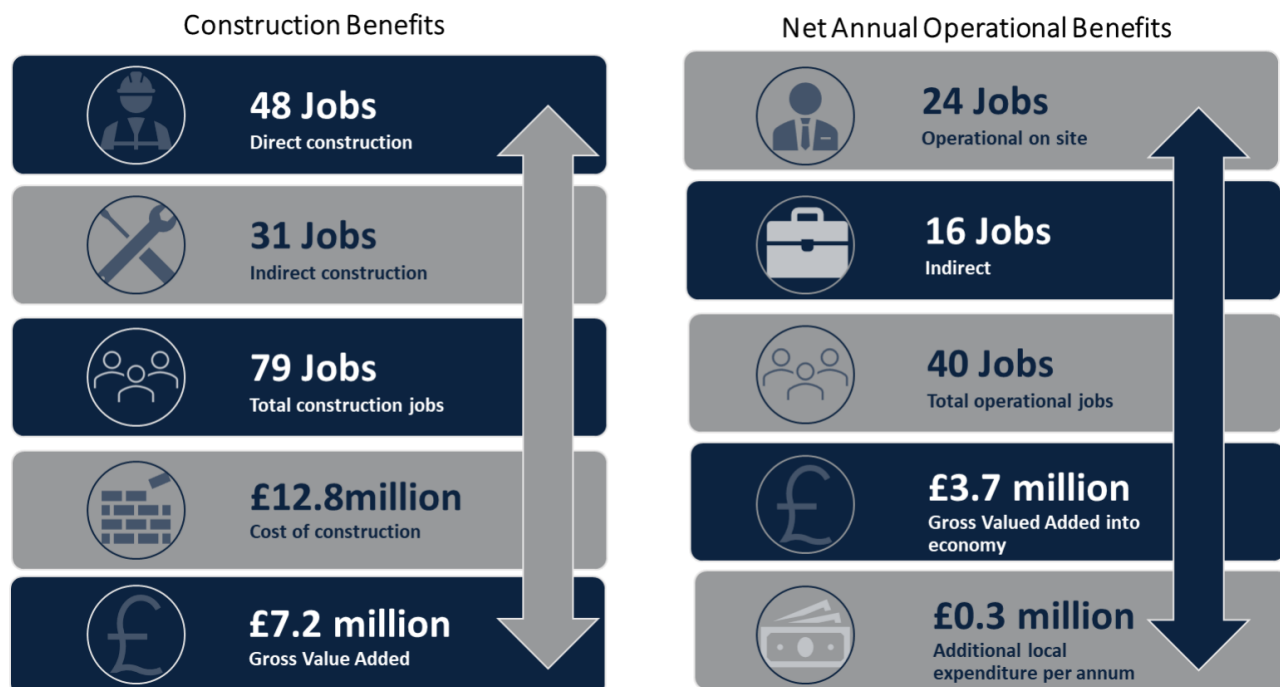
- 9.46 The Drainage Strategy for the site, prepared by Graphic Structures, incorporates a Sustainable Drainage Plan and is accompanied by Haringey Council's drainage pro-formas. The drainage scheme involves the use of blue roofs and an underground attenuation tank with a flow control restricting the rate of flow to the Thames Water surface water sewer.

Affordable Housing Statement

- 9.47 An Affordable Housing Statement is included at Section 7 of this Planning Statement. This confirms that the scheme provides 35% affordable units, with an approximate mix of 60:40 of affordable rent and intermediate tenures and is therefore policy compliant.

Economic Impact Assessment

- 9.48 An Economic Impact Assessment prepared by SPRU demonstrates that the scheme will result in an increased number of operational and construction jobs. The current site incorporates a commercial use (three employees) and a temporary nursery (11 employees). The proposed scheme will create 560 sqm of commercial floorspace and 51 residential units. 40 additional net operational jobs will be created, along with 79 construction jobs. In addition, the construction phase will generate a total GVA of £6.8 million.



Circular Economy

- 9.49 XCO2 has prepared a Circular Economy Statement which sets out the key principles that will be adopted in order to to address Policy D3 'Optimising site capacity through the design led approach' and Policy SI7 'Reducing waste and supporting the Circular Economy', within the London Plan; And Policy DH1 'Design' of the London Borough of Haringey Local Plan. Account has been taken of building in layers; designing out waste; designing for longevity; designing for adaptability or flexibility; designing for disassembly; and using systems; elements or materials that can be reused or recycled.
- 9.50 The overall aspirations for the project are to source materials responsibly; design for durability and resilience; implement measures to optimise material use; carry out a pre-demolition waste audit; implement waste minimisation targets during demolition and construction; ensure there is sufficient space for storage and segregation of operational waste; and design a flexible and adaptable building.

Whole Life Carbon

- 9.51 A Whole Life Carbon Assessment has been undertaken by XC02. The aim of the WLC is to calculate and reduce carbon emissions associated with other aspects of a development's life-cycle; namely, embodied carbon emissions and unregulated emissions (all operational

energy uses not covered by Building Regulations, for example cooking and small power). Policy SI2 Minimising greenhouse gas emissions of the London Plan requires “*development proposals referable to the Mayor (to) calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions*”, at pre-application, stage 1 submission and post construction.

- 9.52 The Estimated WLC assessment results shows that the majority of carbon emissions (42%) are associated with Module B6-B7 (operational) with Module A1-A5 (product stage) contributing the second highest amount at 36% of WLC emissions. The results show that the highest contribution to the whole life carbon of the project is the Services (MEP). The second largest contributor is the Superstructure and the third largest is the sub-structure. Some options were implemented in order to reduce the building's whole life carbon emissions. The use of 50% GGBS cement replacement in Substructure and Foundations, 30% GGBS cement replacement in Frame and Superstructure. At the detailed design stage, further consideration will be given to the use of hybrid timber-aluminium windows and calcium sulphate screed.

Energy Strategy

- 9.53 The energy strategy proposed by XC02 for the Jessica Buttons Development has been developed in line with the energy policies of the London Plan (Policy S12) and of the London Borough of Haringey Local Plan policies. The application site is located in an area where district heating is not expected to be implemented in the immediate future. Wood Green is a proposed network that will be the first phase of the DEN, focusing on developments at Clarendon Square, the Chocolate Factory and other nearby sites potentially including a new Council office on Wood Green High Road. There is roughly an 8-10-year window for the connection to become available. Due to this, a connection at this point in time was not considered feasible.
- 9.54 A fully electric communal ASHP system is proposed for the residential part of the development to provide heat to the dwellings, with individual ASHP feeding the non-domestic areas. Photovoltaics will also provide electricity to the non-domestic areas.
- 9.55 The three-step Energy Hierarchy has been implemented and the estimated regulated CO2 savings on site are 70.7% for the domestic part and 57.7% for the non-domestic part of the development, against a Part L 2013 compliant scheme with SAP10.2 carbon factors.

- 9.56 Following the implementation of the three-step Energy Hierarchy, the cumulative CO₂ savings on site are estimated at 70.7% for the domestic part and 57.7% for the non-domestic part of the development, against a Part L 2013 compliant scheme. The regulated CO₂ savings for the site as a whole are 69.4% with SAP10.2 emission factors. These increased carbon savings have been targeted to account for the uplift between Part L 2013 and Part L 2021 and to ensure the proposed development would be in line with the new Building Regulations.

Overheating Assessment

- 9.57 The Overheating Assessment undertaken by XC02 assessed all habitable residential rooms at the proposed development at 9-30 Clarendon Road were found to meet the Part O overheating risk criteria for the London Weather Centre DSY1 future weather data set (2020 High 50 Percentile) when incorporating a combination of natural ventilation and solar control techniques in the design. Due to noise restrictions, an analysis has also been undertaken assuming windows are not able to open overnight. As a result, the provision of trim cooling as part of the MVHR system is recommended to mitigate overheating risk in bedrooms. The non-residential spaces were found to require an element of comfort cooling due to lack of natural ventilation at basement. The design incorporates natural ventilation, solar control glazing, external shading and efficient lighting to ensure cooling need only be used during the hottest periods.

Sustainability Statement

- 9.58 The Sustainability Statement prepared by XC02 sets out the key proposals in order to make effective re-use of the site, minimise water consumption and heat losses and maximise energy efficiency, in accordance with London Plan policies to promote sustainable development. The proposed development is targeting the achievement of BREEAM 'Very Good' with a potential score of 65.94%; and expected to reduce on-site regulated carbon emissions by 70.7% for the domestic part and 57.7% for the non-domestic part of the development, against a Part L 2013 compliance scheme with SAP10.2 carbon factors.
- 9.59 The scheme achieves the following sustainability objectives:
- Effective re-use of previously developed land;
 - The inclusion of low carbon and renewable technologies through the specification of passive design and energy efficiency measures, air source heat pumps and photovoltaics to achieve carbon reductions of 69.4% site-wide;

- Promoting sustainable forms of transport through the provision of cycle parking spaces;
- The use of bio-diverse roofs and the achievement of net bio-diversity gain through incorporating ecological enhancements; and an urban greening factor of 0.4 by utilising roofs for biodiversity gain and street tree planting;
- Provision of private and community open spaces, which will allow residents and building occupants to gather, socialise and connect to the natural environment, promote physical activity and wellbeing;
- Reducing surface water run-off from site through the incorporation of blue roofs and underground attenuation tanks;
- Specification of high-performance fabric and glazing to minimise heat losses;
- Efficient design of the proposed massing, openings and internal layouts so that spaces benefit from sufficient daylight, whilst overheating and impacts to neighbouring buildings are minimised;
- Removing on-site NO_x emissions and fossil-fuel combustion by specifying electrical heating from ASHP;
- Achieving an Air Quality Neutral classification;
- The specification of water efficient fittings to limit water consumption within dwellings to 105 litres/person/day, and targeting 3 credits (under BREEAM UK NC) for the non-domestic elements of the proposal;
- Effective pollution management and control; the development is not expected to have any significant adverse effects to air, noise, land, or watercourses.

Noise Impact Assessment

- 9.60 The Noise Impact Assessment prepared by RBA Acoustics includes a Baseline Assessment undertaken on 7 December 2020. The resultant noise levels have been used in the assessment of the glazing requirements to ensure suitable internal noise levels are achieved in the new development, with reference to BS 8233 and WHO. A performance of at least Rw33dB is required to achieve the desired internal noise levels across the development.

Air Quality Assessment

- 9.61 An assessment has been undertaken by the PES to quantify the potential impacts on local air quality associated with the construction and operation of the proposed redevelopment of the existing buildings on Clarendon Road. The site falls within the London Borough of Haringey's Borough Wide Air Quality Management Area (AQMA)
- 9.62 The redevelopment proposal is for the demolition of the existing buildings and construction of a residential led mixed used scheme of ground floor and basement level commercial spaces and 51 new flats at 1st to 10th floor. Based on the results of the assessment, it is considered that redevelopment of the site would not cause a significant impact on local air quality.
- 9.63 During the construction phase, the site has the potential to generate dust nuisance beyond

the application boundary. However, through the implementation of a Dust Management Plan, the impacts will be effectively minimised and are unlikely to be significant.

- 9.64 Traffic generated by the development is very limited and the project has been demonstrated to be air quality neutral for both transport and building emissions. Heat and hot water will be supplied to the development via fully electrical systems, with heat pump driven heating and hot water.

Microclimate Assessment

- 9.65 Hilson Moran have undertaken a wind microclimate assessment for the proposed development. Levels of pedestrian comfort and distress were quantitatively assessed against the widely used Lawson Criteria (LDDC method), as set out in Building Aerodynamics by Tom Lawson, [Imperial College Press (2001)]. The assessment used Computational Fluid Dynamics (CFD) to simulate wind from 36 wind directions and combined the results with meteorological data to assess the conditions against the quantitative thresholds.

Basement Impact Assessment

- 9.66 A Basement Impact Assessment was previously carried out by Geotechnical and Environmental Associates Limited (GEA) in 2020 for the wider development scheme for 9-30 Clarendon Road and is still of relevance to the current scheme. The report included a desk study, a BIA screening stage, a Hydrological and Hydrogeological Assessment and a Land/Slope Stability Assessment and concluded that 'it is not considered that the proposed basement will have any detrimental impact on either the hydrogeological setting or the stability of the surrounding natural and built environment'. The new scheme, forming this application, includes a basement which is significantly smaller in plan area and is no deeper than the previous scheme. It is therefore considered that the new scheme has no greater impact than the previous scheme, and the conclusions of the report are valid. The report is to be updated in due course for the current scheme.
- 9.67 The BIA describes the findings of a desk study and Basement Impact Assessment (BIA). A single level basement will be constructed beneath part of the building to provide car parking and plant rooms. The report details the history of the site, to establish the geological, hydrogeological and hydrological setting and to assess any possible effects the proposed development may have on the local hydrogeology and hydrology and the stability of the natural and built environment. The BIA has been carried out in accordance with London

Borough of Haringey's Draft Basement Development Guidance Note, dated 2012.

- 9.68 The assessment of historical maps confirms that development around the site dates from before 1850; and that the site was redeveloped with the existing factory and building in the centre of the site by 1979, whilst the southern portion was a car park. The existing West Indian Cultural Centre was established on site by 1989 and the site has since remained essentially unchanged. It is therefore considered that there is a LOW risk of there being any contamination linkage at this site.
- 9.69 From the desk study research and the information acquired, a continuous groundwater table will not exist below the site and so the proposed basement will not have an impact on the hydrogeological setting. The development will not increase the proportion of hard-surfaced areas across the site and so there will not be an increase in surface runoff. There is nothing unusual about the proposed single level basement scheme outside of standard engineering practice and design and therefore ground movements would be expected to remain within normal acceptable limits, which from previous experience, would not lead to unacceptable damage to neighbouring properties and the adjacent highway. On the basis of all of the above, it is not considered that the proposed basement will have any detrimental impact on either the hydrogeological and hydrological setting or the stability of the surrounding natural and built environment.
- 9.70 The report recommends that a Preliminary Unexploded Ordnance (UXO) Risk Assessment will be required in order to provide an indication of the risk of encountering UXO beneath the site before carrying out any intrusive ground investigations. An asbestos survey will be required prior to any demolition works. Loads for the new development are anticipated to be moderate to high and as such, piled foundations are likely to be required. A Ground Movement Assessment is likely to be a planning requirement.

Fire Strategy

- 9.71 A Fire Strategy Statement has been submitted in support of this application, prepared by MU Studio. The statement identifies the possible fire risk aspects through analysing the proposed design as well as suggesting measures and strategies to be implemented to minimise the proposed building's level of risk of fire. Measures to be put in place include ensuring that suitable materials are used during construction, the correct construction methods are implemented and sufficient fire safety and prevention measures are put in place.

10.0 PLANNING ASSESSMENT

Introduction

- 10.1 The proposed redevelopment of the site at 30-36 Clarendon Road provides an important opportunity to make more efficient use of the land and deliver much needed housing. The design has been carefully considered to ensure a high quality scheme which enhances this important gateway site to the Heartlands, as well as ensuring that regeneration of the wider area can proceed. This is demonstrated through two illustrative Master Plan Options. A full set of Technical Assessments is being submitted with the planning application to confirm its acceptability.
- 10.2 This section of the Planning Statement provides an assessment of the proposed scheme at Clarendon Road against relevant planning policies. The key issues which will be addressed are as follows:
- Land Use
 - Residential Mix
 - Design and Layout and quality of accommodation
 - Tall Building
 - Communal Amenity Space
 - Impact on Neighbouring Amenity
 - Transport, servicing and parking
 - Sustainable development
 - Master Plan Approach

Land Use

- 10.3 The application site at 30-36 Clarendon Road comprises part of the wider Site Allocation SA23: Clarendon Road South in Haringey's Site Allocations DPD, which also incorporates the Clarendon Road Day Centre and the West Indian Cultural Centre and promotes an employment-led mixed-use development which incorporates the re-provision of the Cultural centre. Draft site allocation WGS24 (Wood Green AAP) also recognises the potential for the site to be used more intensively to create a new mixed-use development including community, employment and residential uses. The site is also within the 'Wood Green' growth area. The site is not a designated employment area, although it is partially in employment use.

Employment Floorspace

- 10.4 The scheme provides 560 sqm of commercial floor space, which is marginally below the existing employment floorspace on the site (595 sqm). The new employment floorspace will create 40 additional net operational jobs, along with 79 construction jobs, comped to 14 existing jobs.
- 10.5 The London Plan allows for the managed release of surplus industrial land provided there is sufficient land and premises to meet future needs; and Policy E7 recognises the scope to intensify employment use and introduce additional uses, such as residential, on existing employment sites. Policy SP8: Employment of the Haringey Local Plan also recognises the scope to intensify the use of existing employment areas, whilst Policy DM40 of the Haringey DPD states that on non-designated employment sites with highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.

Residential Units

- 10.6 The principle of residential development on the site has been supported throughout the pre-application process. It is also supported by Chapter 5 (Delivering a sufficient supply of homes) of the NPPF which recognises the importance of meeting housing need and that the development of small and medium sized sites can make an important contribution to housing requirements.

Residential mix including affordable housing provision

- 10.7 Policy GG4 (Delivering the Homes Londoners Need), Policy H5 (Threshold Approach to Applications) and Policy H6 (Affordable Housing Tenure) of the London Plan state the importance of providing affordable housing and set a strategic target of 50% of all new homes to be affordable with an individual site threshold level of affordable housing set at 35%. The proposed scheme meets the requirement of 35% affordable homes, with a mix of 60% social housing and 40% intermediate homes.
- 10.8 Strategic and local planning policy promotes developments that offer genuine housing choice and contribute to the development of mixed and balanced communities. The NPPF and London Plan Policy requires new development to offer a range of housing choices with regard

to the mix of housing sizes and types and this is echoed in Policy DM11 of Haringey's Development Management DPD which states that proposals for new residential development, including mixed-use schemes should provide a mix of housing having regard to individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed. Policy DM11 also expects the optimum housing potential of a site to be determined through a rigorous design-led approach. Policy DM11 of Haringey's Development Management DPD does not provide a definitive required housing mix, but states that the Council will not support an over-concentration of 1 or 2 bed units.

- 10.9 The proposed scheme provides a mix of unit sizes as summarised in the table below, with 63% appropriate for families. The proposed mix also reflects the character of the site and its location, with good accessibility.

Size	Number	Percentage (by unit)
1 bed	19	37.2%
2 bed	26	51%
3 bed	6	11.8%

Design and Layout

- 10.10 Chapter 12 of the NPPF (Achieving well-designed places) sets out the importance of high-quality buildings and places and of ensuring that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character and history, including the surrounding built environment and landscape setting. Detailed guidance on the design of new developments is set out at Policies D1 and D3 of the London Plan, which require consideration to be given to the local context and to ensuring that an inclusive environment is created.
- 10.11 The 2020 comprehensive scheme was subject to two Design Reviews in August and November 2020 and the key principles have been carried forward to the current scheme, which was subject to a Design Review in August 2022. Additional meetings were also held with Haringey officers to refine the design.
- 10.12 The proposed homes have been designed in accordance with the London Plan and Haringey Local Plan requirements and the residential accommodation will provide high quality accommodation and will make a valuable contribution to improving the quality of the local

area.

Tall Buildings

- 10.13 Policy D9 Tall Buildings of the London Plan (2021) notes that Development Plans should “define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey.”
- 10.14 The London Plan acknowledges that tall buildings can be important in contributing new homes (paragraph 3.9.1), particularly in order to make optimal use of the capacity of sites which are well connected. In terms of what is considered to be a tall building, paragraph 3.9.3 of the London Plan defines tall buildings as *“generally those that are substantially taller than their surroundings and cause a significant change to the skyline.”*
- 10.15 The London Plan goes on to state that any tall building should be assessed in the context of other planning policies to ensure that they are appropriate for their location and do not lead to unacceptable impacts on the local area. In large areas of extensive change, such as Opportunity Areas, the threshold for what constitutes a tall building should relate to the evolving (not just the existing) context. This policy applies to tall buildings as defined by the borough. Where there is no local definition, the policy applies to buildings over 6 storeys, or 18 metres measured from ground to the floor level of the uppermost storey.
- 10.16 Further guidance is provided in the London Plan in terms of defining areas suitable for tall buildings, and ensuring that tall buildings are appropriate in immediate, mid-range and long range-views, reinforce the spatial hierarchy of the local and wider context, are of exemplary architectural quality and design.
- 10.17 Policy DM6: Building Heights states that the Council expects building heights to be of an appropriate scale which responds positively to the site’s surroundings, the local context and the need to achieve a high standard of design. Taller buildings must be justified in urban design terms.
- 10.18 Part B) of Policy DM6 states that proposals for taller buildings that project above the prevailing height of the surrounding area must be justified in urban design terms and should (a) be of a high architectural quality and design; (b) protect and preserve existing locally important and London wide strategic views; (c) conserve and enhance the significance of

heritage assets and their setting. Tall buildings will only be acceptable where they are landmark buildings (a way finder; elegant and well proportioned; and positively engaging with the street environment). The Council defines tall buildings as those over 10 storeys.

- 10.19 The site at 30-36 Clarendon Road has a PTAL of 5 and is located within an area containing taller buildings – for example the emerging Clarendon Road gas works site to the north has elements of up to 18 and 20 storeys; the Railway Approach site to the south has buildings of up to 14 storeys. A full urban design analysis is included in the DAS along with details of the emerging context (Section 2.6) and an analysis of building heights in the immediate area (Section 3.1). A townscape section through the site is shown in 6.3.
- 10.20 In terms of scale and mass, the site allocation SA23 notes that taller development will be acceptable on the west of the site, but that on the east side account should be taken of the scale of properties on Hornsey Park Road.
- 10.21 The proposed scheme incorporates buildings up to 11 storeys at the west, but steps down to two storeys to the east, with the two storey base remaining a strong link to the immediate context. This is considered acceptable as the site falls outside any locally significant views and vistas; and due to its location at the entrance to the Heartlands. Moreover, the site provides an opportunity to mark the corner with a distinctive, taller building. The building is of a similar scale to the Railway Approach development to the south of Turnpike Lane; and reflects the higher buildings within the Clarendon Road gas site to the north, which are up to 20 storeys.
- 10.22 The proposed building takes account of the surrounding context and sits well within the immediate context and in longer views, as demonstrated by the verified views in the DAS.
- 10.23 The scheme has been designed to activate Clarendon Road and to create a focal point. Great care will be taken to ensure that the building is of exemplary quality and design and the scheme will enhance the wider public realm along Clarendon Road.
- 10.24 The proposed scheme is considered to be of an appropriate scale in relation to the surrounding context and will make an important contribution to the boroughs affordable housing need.

Communal Amenity Space

10.25 All new residential units have their own private amenity space and three communal areas (incorporating play space and seating areas) are proposed at roof level and at the sixth and eighth floor. These comprise a mix of spaces which will be available for all users. The proposed play space for 0-4 and 5-11 year olds meets the GLA play space requirements for the anticipated child yield for under 12's. Older children will have access to a number of green spaces in the vicinity of the site, including Clarendon Square, Lordship Recreation Grounds, Ducketts Common and Alexandra Park. Planting will help to increase the biodiversity of the spaces and the scheme will meet the requirement for an urban greening factor of 0.4. The Daylight/Sunlight and Overshadowing Assessment has confirmed that the spaces will receive sufficient daylight and sunlight. There will also be a net gain in usable public space.

Residential Amenity

10.26 In line with Local Plan Policy SP8 (Ensuring Neighbourly Development), the scheme has been designed to minimise any potential impact on residential amenity, including noise, daylight and sunlight, privacy and outlook. A noise assessment, air quality assessment and daylight/sunlight assessment are included with the application and confirm that the scheme will not have any material impact. The scheme has been designed to minimise any overlooking of existing properties and to ensure that new units have suitable privacy through design and landscaping measures. Distances to existing properties are shown in Section 6.4 of the DAS.

Transport and Servicing

- 10.27 The application site has a PTAL of 5. No car parking is proposed, except for two on-site spaces for the wheelchair units. Residents will not be able to apply for parking permits. Cycle parking is provided in accordance with London Plan standards. The scheme therefore supports sustainable transport and encourages cycling.
- 10.28 Policy T6 (Car parking) of the London Plan states that new residential development should not exceed the maximum parking standards set out in Table 10.3 of the London Plan and that car free developments should be the starting point for all development proposals in places that are well-connected by public transport. However, appropriate disabled persons parking should be provided.

- 10.29 It is anticipated that a s278 Agreement will be required to incorporate the creation of new crossovers to service the off-street parking and to make any necessary changes to street parking, waiting and loading restrictions, along with the reinstatement of footway and carriageway surfacing following construction. Further details are provided in the Transport Assessment. The application is supported by a Framework Delivery and Servicing Plan.

Sustainable Development

- 10.30 The scheme has been designed to reflect the sustainability requirements set out in the NPPF and London Plan and is supported by a Sustainability Statement. The scheme will make a valuable contribution to accommodating a number of people in need of quality affordable homes in the Borough, in an accessible location within easy access to a number of services and open spaces. The development will create a number of direct and indirect jobs both during the construction period and following occupation. The development will make effective use of an underutilised site whilst ensuring that there will be no detrimental impact on the environment.

Master Plan Approach

- 10.31 Policy DM55 requires that the allocated sites should be considered as part of a masterplan which shows that the proposal will not prejudice the future development of other parts of the site. The proposed scheme is supported by Master Plan Options A and B which demonstrate how the surrounding land parcels could be developed. It also incorporates an analysis of the site and its surrounding context, emerging development (in terms of building heights and form), surrounding land uses and movement and accessibility. As part of the comprehensive scheme, an assessment was also made of the existing site constraints and opportunities, including the scope to extend the approved masterplan for the Clarendon Road gas works site southwards; and the scope to provide an entrance into the Haringey Heartlands from the south, introduce a new town square and retain active frontages along Clarendon Road.

S106 Heads of Terms

- 10.32 From our previous discussions with the London Borough of Haringey as part of the PPA, and advice provided in the earlier Pre-Application response dated February 2020 it is understood that the S106 is likely to include the following:
- 35% Affordable housing
 - Employment and training provision and/or initiatives

- Zero carbon offsetting contribution
- A car free/permit free development
- Considerate Contractors Scheme
- Construction Management Plan
- Monitoring contributions

11.0 SUMMARY AND CONCLUSION



- 11.1 The National Planning Policy Framework (2021) places great emphasis on making effective use of land in meeting the needs for homes and other uses, whilst safeguarding the environment. The requirement for additional housing and in particular affordable housing is supported by London Plan policy and policies within the Haringey Local Plan. The proposed redevelopment of the site to provide a mix of residential and employment floorspace will deliver a range of planning, regeneration and environmental benefits.
- 11.2 The current planning application scheme brings forward the Jessica Button Factory site at 30-36 Clarendon Road independently. Master Plan Options A and B have demonstrated that the scheme will allow the future development of the Cultural Centre and Clarendon Road Recovery College.
- 11.3 The scheme respects the design principles previously agreed for the comprehensive scheme and the detailed design comments of the recent DRP.
- 11.4 51 new homes will be created, including 35% affordable units; and around 560 sqm of employment space will be created. The scheme will result in a net gain in biodiversity and a greening factor greater than 0.4. Sustainable principles are incorporated

APPENDIX 1: PRE-APPLICATION ADVICE FOR THE 2020 COMPREHENSIVE SCHEME

Introduction

A number of pre-application meetings were held to discuss the suitability of the comprehensive scheme which incorporated 30-36 Clarendon Road (the Jessica Buttons Factory site), the West Indian Cultural Centre and the Clarendon Road Recovery College. A summary of each of the meetings is outlined below.

Earlier Scheme (2018) (PRE/2018/0123)

Prior to the comprehensive scheme coming forward, an earlier proposal has been considered during 2018 which was to demolish the three existing buildings and provide two buildings rising to 12 and 19 storeys; 150 residential units; re-provision of the West Indian Cultural Centre (850 sqm) and an additional 850 sqm of D1/B1 plus 385 sqm replacement commercial floorspace. The scheme provided 90% 1 and 2-bed units.

The Pre-application advice for that scheme noted the requirement for a Master Plan approach to ensure that development on other land parcels would not be compromised and to ensure that any necessary infrastructure improvements were taken into account. It also noted the requirement to justify taller buildings through an urban design analysis and the need to provide greater analysis in terms of urban grain, spatial hierarchy and movement. The housing mix (predominantly 1 and 2-bed) was considered not to meet the identified housing need. The 40% affordable housing target was noted.

The Comprehensive Development Scheme (2020)

In developing the comprehensive scheme for the site, account was taken of the previous pre-application advice provided in 2018 (PRE/2018/0123). The comprehensive scheme is set within a master plan which shows how the proposed development will not compromise a co-ordinated development for the wider area. The West Indian cultural centre is retained on site within new high-quality accommodation.

Initial Pre-Application Meeting – 10 February 2020

The scheme presented to the first pre-application meeting comprised a two-storey base, a seven-storey building on the corner and a distinctive 14 storey marker building. An aparthotel (4500 sqm/100 bedrooms) was proposed, along with flexible workspace (450 sqm), 100

residential units and at the centre of the site, the new cultural centre (850 sqm). The scheme dropped down to 8 storeys to the north. Parking for the residential units would be provided at 5%. Clarendon Road will provide a key route into the Haringey Heartlands

Officers considered the site important for the wider regeneration of the Wood Green area and considered that the principle of a mixed-use scheme with replacement community facilities to be acceptable. However, it would be important to demonstrate that the scheme had taken account of the site allocation (and the requirement to maximise employment floorspace) and the surrounding context; and the need to bring forward a meaningful masterplan for the entire allocation.

The apart-hotel element was not considered policy compliant and therefore should be reconsidered. If retained strong justification would be required including assessing the impact on residential amenity i.e., noise pollution. Officers welcomed the active frontages and thought that the Cultural Centre would provide a good active frontage to the Clarendon Road approach.

The scale, bulk and design of the proposals require further consideration, including a more thorough understanding of the surrounding premises within the allocated area. Officers had assumed that the height would be at the north of the scheme. The massing of the proposed development needs to be more appropriately configured on the site and its design finessed to ensure that the quality and appearance of the townscape is enhanced, neighbouring uses respected, and the new accommodation is attractive, sustainable and fit for purpose.

Whilst acknowledging that the scheme was at an early stage, officers felt that the biggest concern in terms of impact on residential amenity to be the impact on the terraced houses on Hornsey Park Road to the north east as well as the Westpoint Apartment adjoining the site to the south west. The site allocation restricts building heights where they adjoin the properties on Hornsey Park Road. The proposed Apart hotel also raises residential amenity concerns. Whilst officers supported the concept of a new public square they recognised that this was not within the scope of the current scheme. Officers noted the expectation that the scheme be zero carbon.

Parking was an issue in the area and the scheme should encourage accessibility by walking and cycling. A transport Assessment will be required to outline how the site will work in transport terms, plus the impact and mitigation if necessary.

Pre-Application Meeting – 17 April 2020

A meeting was held to review the design comments in the pre-application advice and for officers to comment on the amended massing studies submitted on 6 March 2020. Officers advised that the amended massing - two storeys off Block B (reduced from 14 to 12 storeys); and two storeys added to Block A (increased from 7 to 9 storeys)- was a step in the right direction, but that additional height should be taken of Block B, and that more could be added to Block A (potentially up to 13 or 14 storeys), particularly if the blocks were broken up into a more sculptural form and the height was stepped. Officers also advised that a more gradual transition would be required up to the Clarendon Square development; and a more active frontage leading into Clarendon Road. A taller building at the South East corner would help to terminate the view.

Pre- Application Meeting – 22 June 2020

The scheme was amended following earlier pre-application advice, to include 9, 11 and 14 storeys in the south and 7 and 9 storeys in the north; and to follow a strong urban design rationale, including the relationship to the Clarendon Road Gas Works site to the north. A more neutral building terminates the development to the north; whereas a feature building would be located at the southern junction to create a way finding marker building. The scheme has moved away from a public square and now incorporates a series of public realm spaces and amenity/play spaces on the roofs. The African Caribbean Cultural Centre provides a key focus to the scheme and will re-provide the existing community space within an improved layout. The scheme proposed 100% active employment uses at ground floor level and most of the first floor level; with residential on the upper floors in the form of 100 new homes and 100 co-living rooms and shared spaces.

Officers considered that the proposed development of this site presents an important opportunity to make more efficient use of land and deliver new/replacement community use, high quality employment/workspace space and new housing. Officers will support a comprehensive and well-designed scheme that does not compromise the ability of other sites within the site allocation to bring forward their own schemes with a reasonable and fair proportion of the required land use quantum. Officers noted that a number of the previous concerns had been addressed.

The proposed 680 sqm of flexible B1 workspace, alongside a new gym was supported by

officers; but it was considered that more employment floor space was still required in order for the scheme to be policy compliant.

Officers supported the removal of the aparthotel from the revised scheme but felt that the introduction of co-living in combination with the proposed C3 residential mix, could result in an over-concentration of studio and 1 bedroom units within the development. Therefore, a higher proportion of residential units, with a greater proportion of 2 bed+ size units should be considered alongside an increase in employment floor space. The overall number of single aspect units should be reduced also.

In terms of design, the distribution of height across the site was considered to be broadly acceptable, although it was considered that the seven storey northern building should be reduced. The northern block could also be broken into two elements. Further design details should be provided.

Recessed balconies were considered more acceptable than projected in terms of overlooking. Officers suggested that balconies could be located off the bedroom as this would allow the living room more daylight/sunlight. Officers noted the need to undertake a wind microclimate assessment.

Officers supported the treatment of Clarendon Road and the semi-public space although they noted that the point where the pedestrian public realm was most generous did not align with the entrance to the Cultural Centre at present.

Officers acknowledged the improvements in the amenity space but re-iterated the need for different tenures to access the spaces.

Officers noted that the scheme did not provide details of the proposed split of affordable housing; and noted that the Council's preference is social rent due to the land amount of publicly owned land.

Drainage and flooding issues will be addressed at an individual meeting prior to any application being made.

Officers considered that the scheme would be GLA referable and recommended an early meeting.

Highways Meeting - 21 July 2020

Officers advised that the level of car parking proposed was broadly acceptable, although further consideration needs to be given to the operation of the community centre. An Event Management Strategy will be required. Officers also noted that existing parking issues related to the operation of the nearby Alevi Centre. The proposed new location of the car lift and provision of a single lift was considered acceptable as the basement was now to be used for residential parking only, which will tend to spread the access demand across the day. In principle the servicing proposals were also agreed to be acceptable.

Further consideration will be given to the cycle parking arrangements. In relation to the strip of trees within the highway, these were supported subject to a Road Safety Audit, provided it could be shown that the proposals did not reduce the overall space available for on-street parking.

GLA Meeting- 4 August 2020

The scheme presented to the GLA was for 1,276 sqm of co-workspace, plus 220 sqm of gym and 1,030 sqm of community floorspace with 100 residential units and 100 co-living rooms

The GLA officer noted that there was no adopted guidance on co-living but that good management would be key to its success. A few schemes have come forward for consideration, but few have been built out as yet. Officers drew attention to two schemes which the GLA had been consulted on- Bath Road, Hounslow and College Road, Croydon. The London Plan policy accepts the need for co-living, but officers have concerns regarding the quality of provision and are in the process of drawing up guidance on room sizes and community provision. No specific standards currently exist.

No formal advice has been issued by the GLA.

Design Review Meeting – 12 August 2020

The scheme presented was for a new Cultural Centre, workspace, a gym and 100 residential units and 100 co-living units, along with a new public square and amenity areas and improved access and parking.

The panel considered that the scheme had a lot of potential for a rich provision of placemaking. They considered that the massing needs to be simplified, to break up the forms and prevent the blocks from merging into a one large mass. Some members considered that

the ‘clear logic and elegant proportions’ of the original concept – the two storey non-residential plinth with two simple and distinct tall buildings – was more successful. However, others felt that two simplified tower blocks, rising out of a two storey podium, could appear very stark without high quality materials and careful detailed design.

The panel supported a tall building on the Turnpike Lane junction, marking the entrance to the Haringey Heartlands. However, some members felt that 14 storeys was excessive and would overwhelm Westpoint Apartments and undermine the prominence of the marker building for Hornsey Station. The panel agreed that block A should be the taller of the two towers.

Overall, the panel felt that the scale and massing of the scheme required further modelling and investigation to determine appropriate adjustments to strike a balance between hierarchy of scale and the massing form that sits comfortably within the wider site context.

Regarding Architectural Expression the panel emphasised the need for quality materials and considered detailing to ensure high quality development onsite. They questioned the inclusion of the metal banding and recommended stronger emphasis on the verticality of the building.

In regard to Landscape and Public Realm the panel questioned whether one large podium garden would be better for residents than five smaller fragmented spaces. They also felt that the service courtyard could be further maximised and the green space along the south boundary might be better utilised as a high-quality hardscape area.

Further thought should be given to the tree planting in the centre of Clarendon Road and the panel suggested that the trees would be better located along the pavement, to the west of Clarendon Road, to extend the existing tree line on Hornsey Park Road. They also recommended a shared surface near the main entrance of ACCC for traffic calming; and ways to potentially incorporate the character of the alleyways into the design.

Regarding the Plan, layout and use the panel questions the inclusion of the 3 uses within Block A. It will have an adverse impact on massing and could be simplified by locating the co-living in block B and the residential accommodation in block A. Greater generosity is required for the communal facilities of the co-living concept.

The panel questioned the inclusion of three different uses within Block A and felt that this

might end up on an overly complex design. They also felt that more consideration needed to be given to the design of the co-living element, including more generous communal space. The panel supported the location of the ACCC at the heart of the scheme and provision for a community garden. They also supported the provision of a café/gallery. within the ACCC. The satisfactory provision of an alternative location for the Clarendon Recovery College day centre, currently located on the site, is considered essential.

The Cycle strategy requires further development due to anticipated high demand for storage. Cycle parking should be provided at ground level to prevent individuals having to share the lifts with cyclists and their bicycles.

The panel encouraged a further Review to progress the scheme.

Meeting with Haringey Officers, 11 September 2020

At the meeting officers agreed that the co-living element should be relocated to Block B and that Block B should be moved further west. Officers also confirmed that the revised simplified massing was acceptable and welcomed the increased central amenity podium. The increased size of the co-living rooms was also supported. Officers recommended a second Quality Review Panel.

Energy and Sustainability – 14 September 2020

Officer advised that the Energy Strategy needed to be updated to reflect the requirement to join the District Heating Network. Wood Green will be the first phase of the DEN, focusing on developments at Clarendon Square, the Chocolate Factory and other nearby sites. Officers noted that the Energy Centre in Wood Green (at Clarendon Square) is expected late early 2024. It is anticipated that the Section 106 will require gas boilers initially, with a requirement to connect to the Wood Green network in the future. The carbon offset calculation will be based on the scheme being connected to the network.

Drainage Meeting – 11 November 2020

The meeting discussed the existing site constraints which impact on the feasibility of below ground SuDS, including the available external space for providing underground attenuation. The proposed scheme incorporates blue roofs working in conjunction with an underground attenuation tank. Officers acknowledged the constraints and confirmed that the proposed greenfield rate of 25 l/s was appropriate.

Officers confirmed that the site is located in Flood Zone1 and not in a Critical Drainage Area. A CCTV survey of existing drainage is required for planning. A climate change allowance of 40% must be applied to rainfall for surface water calculations. Thames Water should be consulted on sewer capacity.

Design Panel – 18 November 2020

A number of changes were made to the scheme in order to respond to comments from the Design Review Panel following the meeting in August. Block A has been simplified by removing the northern transition element and simplifying the form further by extending up from the base with no set-back. A two-storey base has been reintroduced, and the design now emphasises the different elements through use of different brick tone.

In response to comments from the Panel relating to the “shoulders” on the two tower blocks, the space has been rationalised to ensure that the layout of the Cultural Centre remains flexible.

The building heights have evolved through detailed discussions with LB Haringey and rigorous testing from the agreed street level views, so that Block A (southern block) is now 12 and 14 storeys and Block B (northern block) is 8 and 10 storeys. The main body of Block A has been simplified and the lower transition element removed, increasing the size of the podium garden. Block B has moved 2.5m further west in response to comments from the panel.

The layout has been simplified by locating the co-living in Block B and the residential accommodation in Block A. The size of the typical co-living rooms has increased from 18sqm to 22.5sqm and additional communal space has been provided. This has increased from 6.5sqm to 9sqm per person.

In addition, the internal layout of the cultural centre has been amended to reflect comments from the Cultural Centre members; the co-work space and gym has remained similar in size; the number of residential units has reduced from 100 to 85; and the number of Co-living units has increased from 100 to 140. The scheme accommodates some cycle storage at ground and first floor as well as basement level, with lift access.

The Panel response considered that the revised scheme had responded well to previous feedback. *“The proposals promise a high-quality development subject to some further*

refinements. The distribution and mix of uses within the development are supported, and the panel feels that work to rationalise the configuration of the scheme has been successful. The architectural expression and landscape design are well-mannered, but there remains some scope for some further refinements. In addition, further work on the layout of the co-living accommodation, the co-working spaces, the residential entrances and the cycle parking is required, in order to improve the quality and liveability of the proposals... the panel offers warm support for the scheme.”

The advice noted that in general the amendments to the massing and distribution of uses have been successful, and the rationalisation of how the uses are stacked has benefitted the proposals. The panel welcomed the relocation of Block B to the west and its reduction in depth, which gives more breathing space to the scheme overall. It also considered that the scale of the scheme was acceptable and that a building of 14 storeys on the corner (as proposed) would be visually commanding and would provide a strong edge to the open space of the wide corner.

The panel also welcomed the changes to the landscape proposals, including the relocation of street trees and the reconfiguration of the courtyard; and felt that lighting would contribute to the character of the scheme. They also welcomed the general approach to sustainable environmental design.

The panel recognised the improvements to the revised co-living element; but suggested the importance of informal social spaces. The panel also encouraged further consideration of the cycle parking arrangement.

A response to the panel's comments is provided in the Design and Access Statement and where possible comments will be taken into account at the detailed design stage.

Viability Meeting – 2 December 2020

The proposed replacement of the Cultural Centre is considered a key benefit of the scheme but needs to be paid for out of the development and needs to be cross subsidised by the co-living units. The workspace is required to replace the employment floorspace. The housing element will allow the provision of affordable housing.

The proposed affordable housing offer and Allocation Plan was discussed. This is based on the landownership - the factory (private) accounts for 21% of the site; the day centre (Council

land) 25%; and the African Caribbean Cultural Centre (leased on a long lease from the Council) 54%. This has resulted in an overall requirement across the site for 38.75% affordable housing provision, in accordance with the GLA publication “Threshold Approach to Affordable Housing on Public Land Practice Note July 2018”.

Highways and Landscaping Meeting – 3 December 2020

Officers supported the general principles of the landscape designs and public realm proposals but recommended that consideration should be given to the Wood Green Design Manual; and that a meeting should be set up with the Wood Green Public Realm team. Consideration should be given to SuDS given the high proportion of paving. A planting palette will be provided with the application submission.

Officers requested that a draft Transport Statement be submitted in advance of the application submission, along with tracking for the new layout. It was confirmed that a refuse vehicle could still access the site. The distribution of cycle parking through the building was supported. 2.6m between cycle stands was considered acceptable. A s272 would be required for the public realm works. It was noted that the Council was currently reviewing parking enforcement in the area. It would be important to ensure that the scheme allowed for improvements to bus routing

APPENDIX 2 – DESCRIPTION OF THE 2020 SCHEME

Introduction

The following paragraphs set out details of the previously proposed mixed-use scheme for the site at 9-30 Clarendon Road. The scheme comprised a new state of the art cultural centre; co-workspace, gym and café; 85 new residential units; and 140 co-living units, with associated landscaping and parking.

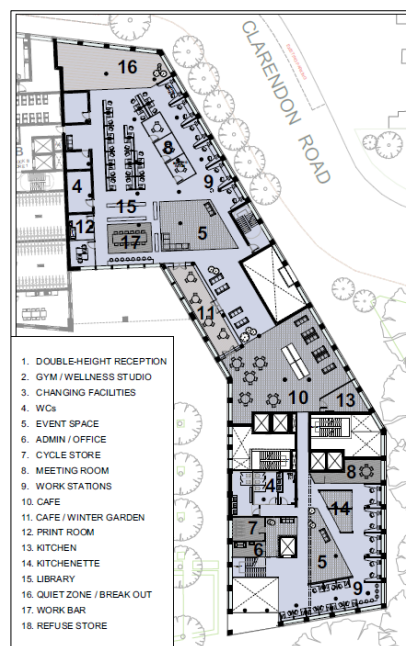


The African Caribbean Cultural Centre

The scheme proposes the introduction of a new state of the art African Caribbean Cultural Centre (1,050sqm) in the north east of the site at ground floor level, with a main hall, library, office, meeting and counselling rooms, a kitchen and facilities for a range of activities and events. The main entrance into the Cultural Centre would be from the east, from Clarendon Road, with a secondary entrance from the north and rear. Ten parking spaces would be provided at grade for the Cultural Centre, including two disabled bays. A community garden for the Centre would be provided to the south east, fronting Clarendon Road; and a spill out area to the west, within the western courtyard at ground floor level, which could be used for events.



Ground floor plan



First floor co-living

Co-workspace and gym

1,500 sqm of co-working space is provided at first floor level across both buildings, with a reception and fitness studio at ground floor level in the southern building; and a café at first floor level. The entrance to the co-working space is from the south; and for the wellness centre from the east. Cycle parking is provided at ground floor and basement levels, to London plan standards. The proposed employment floorspace is higher than that currently provided on the site.

The Housing Element

The scheme also incorporates 85 high quality energy efficient residential units, which include 10% wheelchair units; and provides a mix of 4 no. studios, 23 no. 1-bed units, 47 no. 2-bed units and 11 no. 3-bed units. 68% of units will be 2 and 3 bedroom. These homes are provided in the southern block (Block A) (at second to thirteenth floor) with two entrances, from the west and east, serving the separate tenure cores.

40% of the units will be affordable by habitable room, with a split of 59:41 affordable rent to intermediate. This equates to 16 affordable rent units (1 no. 1-bed, 9 no. 2-bed and 6 no. 3-bed); and 11 intermediate units (1 no. 1-bed, 7 no. 2-bed and 3 no. 3-bed). The affordable rented accommodation would be provided on 2nd to 4th floor; and intermediate and private

from 5th floor.



Typical upper floor

All units will have private amenity space and access to shared podium and roof terraces. Four disabled parking spaces are provided (5%) at basement level. Cycle parking is provided at ground and basement level to London Plan standards.

The Co-living Element

The co-living space (140 rooms) is accommodated in the northern block (Block B) (first floor to ninth floor), with access from the west. The Co-Living concept is an emerging housing choice which allows single person households – typically young professionals- their own space and at the same time the opportunity for social networking through the provision of communal facilities. The Co-living element has been carefully designed to achieve best practice reflected in recently approved schemes, which has highlighted the importance of communal areas being dispersed throughout the building and not concentrated on one or two floors; and co-living rooms being a minimum of 20 sqm. The co-living will be managed by Paul Simon Magic Homes and a Management Plan will be in place. The units will have minimum tenancy length of no less than three months.

Each floor accommodates a mix of room sizes, one or two kitchen/dining rooms (based on one kitchen/ dining area per 6 rooms) and laundry and storage facilities. There is a cinema room at first floor level and landscaped roof terraces at the sixth and eighth floor. The majority of co-living rooms will be 22.5 sqm; and the 10% wheelchair units will be 28 to 34 sqm, which is well above the majority of recently approved schemes. Each private room will have an en-suite bathroom with a shower, a kitchenette with small sink and space for a microwave, a double bed, storage, desk space and seating.



Co-living: Second, third and fourth floor layout

The scheme provides 6.4 sqm per person internal amenity space and 3 sqm for external amenity space, which is higher than other recently approved schemes. Four disabled parking spaces are provided in the basement.

Access and Parking Strategy

Vehicular access will be provided from Clarendon Road at the north of the site. Eight disabled parking spaces will be provided for the residential units and co-living units within a basement car park; and 10 parking spaces (including two disabled spaces) will be provided for the Cultural Centre at ground level. A car lift will be implemented for the residential/co-living basement car park and will be accessible from Clarendon Road.

The scheme required 319 long-stay cycle spaces and 23 short stay spaces. These will be provided as 5% adapted; 20% Sheffield and 75% 2-tier.

Clarendon Road will be widened and enhanced as the vehicular approach into Heartlands. The proposals include road improvements to the north of the site to offer a widened carriageway on Clarendon Road. In addition, the vehicle relocated 2 permit parking spaces to the north of the site.

The residential and co-living units will be subject to a permit free agreements which will be secured through a S106 Agreement.

Cycle parking will be provided in line with the Intend to Publish London Plan (2019) cycle standards. Cycle storage for the cultural centre will be provided internally. Separate cycle stores are provided at basement level for the residential, co-living, and co-working elements of the proposals. Visitor cycle parking is located to the south and east of the building and within the courtyard.

The disabled parking is provided at a 4% provision, which is above the Intend to Publish London Plan, which requires a 3% provision (6 spaces).

Deliveries and Servicing

At present, the three buildings are serviced via their respective car parks or on-street from Clarendon Road in the event the car parks are full. The proposals include for a delivery zone adjacent to the ACCC entrance which can be used by all delivery drivers. There is also scope to introduce a secondary servicing location near to the co-living entrance.

The Site will be provided with several bin stores located at ground floor level accessible from Clarendon Road and the surface level car park.

Trip Generation

Trip generation assessments for the scheme were undertaken by Caneparo Associates which suggest that 54% of people will come by underground, 6.5% by train, 23.9% by bus, 1% by car, 4% by bicycle and 10% on foot for the residential element. For the co-living element, the proportion arriving by bus and on foot increases, and the number by train and underground decreases.

Landscape and Play provision

A series of landscaped spaces are proposed for the residential and co-living elements. Amenity gardens and play space are provided at ground, second and twelfth floor level for the residential units. Amenity gardens are provided at sixth and ninth floor levels for the co-living.



The landscaping proposals include a new community garden for the users of the Cultural Centre, improvements to the existing community garden and extensive greening, including along Broad Street.

Landscape and public realm

Following the redistribution of the scheme's massing, the central podium has increased by over 35% and reflects the panel's comments regarding the benefits of a larger well managed podium garden. The courtyard piazza has been designed to allow for potential spill out space for the Cultural Centre within the landscape design. A revised landscaping strategy has been introduced for the southern part of the site to include hard landscaped civic space extending to the kerb line and incorporating external sculptural cube lighting. In addition, the kerb line along Clarendon Road has been re-aligned to allow for an avenue of street trees. The lay-by/ drop off point has been relocated to allow for more public realm in front of the building at the entrance to Haringey Heartlands.

The eastern landscaping treatment has been terminated at the southern end and more hard landscape introduced along the southern boundary, picking up on comments from the Design Review panel. The scheme introduces improved pedestrian connection and accessibility for walking and cycling.

In liaison with the highway consultant, the pavement area to the west of Clarendon Road has been revisited in order to extend the existing tree line on Hornsey Park Road and to provide additional shade and further improve the public realm of the proposed African Caribbean

community garden adjacent to the ACCC's main entrance. The trees will be planted adjacent to the building with a wider pavement. The landscape response also allows for the retention of an 'alleyway' connection from the service yard to the south of the site to the southern end of Clarendon Road.



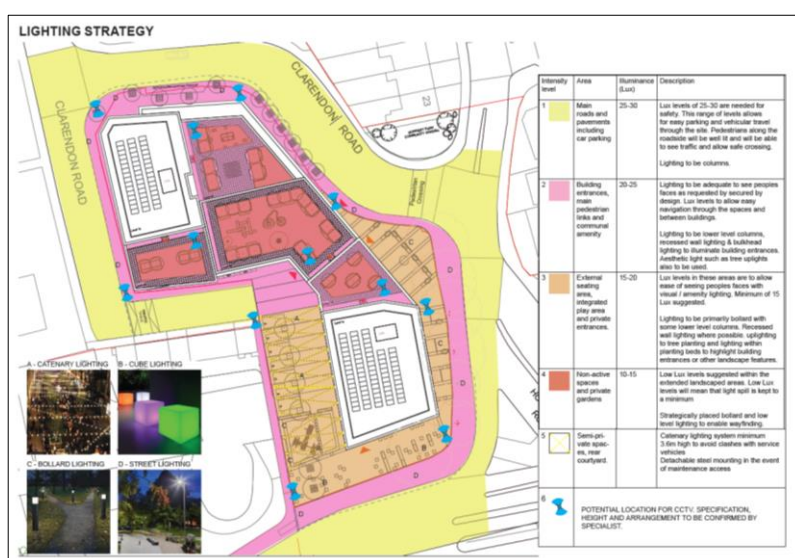
As part of the scheme the public areas around the site will be improved, with space for a specially commissioned new piece of public art. The key landscaping features comprise:

1. Cultural forecourt garden with commissioned sculpture
2. Southern forecourt
3. West piazza for parking & functions
4. Catenary lighting to illuminate piazza
5. Piazza garden with sculptural play
6. Vehicular entrance with permeable paving by agreement
7. Drop off zone
8. Public realm trees agreed with highway
9. Pedestrian crossing linking garden spaces
10. Existing trees retained
11. 2nd floor amenity with play for all residents
12. 6th floor private communal amenity for residents with fun element
13. 8th floor passive amenity space for residents
14. 10th floor bio-diverse roof
15. 12th floor passive amenity space for residents
16. 14th floor bio-diverse amenity space

The majority of the existing trees will be retained to the south and east of the site and additional trees introduced along the eastern edge of the site. Public art will be introduced within the widened public realm to the east of the building. Bio-diverse roofs will also be introduced and the proposed scheme will demonstrate a net bio-diverse gain incorporating ecological enhancements.

The scheme incorporates 167 sqm of play space for 0-4 year olds and 121 sqm for 5-11 year olds. This represents 100% provision for the anticipated child yield for under 12's. Residents will have access to a number of green spaces in the vicinity of the site, including Clarendon Square, Lordship Recreation Grounds, Ducketts Common and Alexandra Park.

A Lighting Strategy is proposed with different treatments for main roads and pavements (including car parking); building entrances, main pedestrian links and community amenity areas; external seating area, play area and private entrances; non-active spaces and private gardens; and semi-private spaces and rear courtyard. Potential locations for CCTV have also been identified.



Energy and Sustainability Strategy

The proposed energy strategy will incorporate energy efficiency measures to reduce energy demand; and will be designed in accordance with the GLA's SPG on Sustainable Design and Construction. The strategy follows the London Plan Energy Hierarchy (Be Lean, Be Clean, Be Green) to ensure a CO2 savings through enhanced building fabric, low energy heating and renewable technologies e.g., pvs on roof. Communal Air Source Heat Pumps (backed up by communal gas boilers); with scope to connect to the Wood Green District Heat Network in the future. The scheme is designed to Passivhaus principles.

The proposed energy strategy will comply with the London Plan Energy Hierarchy. In terms of Be Lean, the scheme will aim to achieve CO2 savings through such measures as enhanced building fabric, mechanical ventilation, air tightness, high efficacy/low energy

lighting and heating controls. In terms of Be Clean, the longer term aim is to connect with the Wood Green District Heating Network when it becomes operational in 2024. Communal electric air source heat pumps with back up communal gas boilers will be utilised prior to this. In terms of Be Green, a range of renewable technologies will be introduced in order to maximise the use of renewables, for example, using pv panels on part of the roofs.

The Sustainability Strategy will follow the requirements of the London Plan. BREEAM New Construction 2018 Very Good approaching Excellent is being targeted for the non-residential element; and the residential element will follow the GLA's SPG on Sustainable Design and Construction. The scheme will minimise water, introduce SuDs measures, utilise materials that minimise environmental impact and minimise the use of new aggregates. The site has a high PTAL and cycle storage will be provided in order to promote alternative means of transport. The scheme will be designed to ensure good daylight/sunlight, sound insulation and increased biodiversity. Passive cooling will be provided in community spaces. An Overheating Assessment is being submitted with the application.

The scheme will seek to incorporate significant enhanced fabric improvements against Building Regulations, alongside mechanical ventilation with heat recovery to reduce space heating demand. In terms of air tightness, the scheme will target permeability rates of 3 m³/h.m² for the residential new builds and 4 m³/h.m² for the commercial areas.

High efficiency / low energy lighting with occupant sensors were proposed within areas of low density to reduce electricity demand.

The scheme aimed to work towards zero carbon with a combination of space heating and hot water demand reduction, communal space heating and hot water systems with electric heat pumps as the predominant source and gas boilers as a back-up source. The scheme will aim to maximise the photovoltaic array where possible to further reduce carbon emissions to zero. The scheme will also be future proofed to allow for capability for connecting to the nearby Wood Green district heat network when this becomes operational.

The scheme targeted BREEAM New Construction 2019 "Very Good" approaching "Excellent" for the non-residential elements of the development. The residential elements will be designed in accordance with the GLA's SPG on Sustainable Design and Construction.

Drainage Strategy

The drainage scheme involves the use of blue roofs and an underground attenuation tank with a flow control restricting the rate of flow to the Thames Water surface water sewer.

The existing private onsite drainage network (gullies etc.) will be almost completely abandoned and removed as part of the proposed works, with a new network being provided. The Thames Water foul sewer running through the West of the site is to be maintained and protected during construction.

The proposed drainage strategy involves a total blue roof area of 1100m² which provides 110m³ of attenuation storage within its 100mm thick crate build up. A 60m³ underground attenuation tank is proposed to the which has been identified as the only external area where significant underground storage can be achieved due to site constraints (existing services and trees). A 25 l/s flow control restricts the peak surface water rate from the site to the 300mm Thames Water sewer on Hornsey Park Road.

The drainage strategy relies on achieving high level offsets throughout the building to ensure there is no requirement to pump surface water from the basement. If this cannot be achieved, it would be necessary to introduce a pump and an attenuation tank within the basement. If placed under the slab, the groundwater level and extent of pilecaps within the basement would need to be considered. A preliminary basement structural plan showing the envisaged pilecap extents can be found within Appendix 5. It could be possible to incorporate an above slab attenuation tank which would involve an area of the basement being dedicated for this.

Management Strategy

A Management Plan was proposed for the overall management and maintenance of the site. This will include the following information:

- Background to the Scheme, overview of the different uses and the extent of amenity space and public realm and details of parking and cycle parking;
- Programme for Development including Phasing;
- Relevant planning policy e.g., designing out crime, public realm, waste management, parking;
- Operational Structure for future management and maintenance – An Overriding Management Company with representation from the different elements;
- Management and Maintenance Principles for the Common Areas (overall objectives, required services, on-site staff, safety and security, noise strategy, parking strategy, sustainability, delivery and servicing, open space and play space management and maintenance);

- Waste Collection and Recycling;
- Servicing Management Plan;
- Lighting;
- Proposed Funding Options; and
- Co-ordination of the various Management Plans.

APPENDIX 3: MEETING NOTES

MEETING NOTE

Meeting Date:	26 April 2022	Site Name:	Jessica Buttons Factory Site, 30-36 Clarendon Road
Meeting Time:	3.00pm	Venue:	By Microsoft Teams
Subject:	Jessica Buttons Factory Site – First Pre-Application Meeting		

Attendees	
Robbie McNaugher, Head of Development Management, LB Haringey John McRory, Major Applications Team Leader, LB Haringey Tobias Finlayson, Principal Planning Office, LB Haringey Richard Truscott, Principal Urban Design officer, LB Haringey Maurice Richards, Principal Transport Officer, LB Haringey Philip Crowther, Principal Planning Policy Officer, LB Haringey Peter Exton, Housing Department, LB Haringey Maria Ahmad, Public Health, LB Haringey Stephan Pietrzak, Highways officer, LB Haringey Tim Starley-Grainger, Energy Infrastructure Manager, LB Haringey Suzanne Kimman, Sustainability officer, Haringey John Woolstencroft, Stockwool Architects Deborah Wartenberg, Stockwool Architects Nigel Crawley, Stockwool Architects Yan Uren, Stockwool Architects Nick Bond, Canaparo Associates Frances Young, DLP Planning	
Meeting Record	
Introduction FY introduced the site and proposed scheme, summarised the previous pre-application meetings and Design Reviews that had taken place and noted that these had established the key design objectives which are being taken forward for the Jessica Buttons site. Presentation JW referred to the site context and key townscape views that had previously been reviewed and agreed with Richard Truscott and summarised the key elements of the previous scheme. He noted that the co-living element had been removed.	

DW noted that the objective of a phased development had been retained and that the master plan approach retained new public realm at grade with improved connections through the site. A marker building is introduced at the corner of the site as a gateway to the Haringey Heartlands. A similar building volume is proposed, but in terms of a comparison of the two schemes, the 85 dwellings and 140 co-living units have been replaced by 176 residential units. An uplift of 600 sqm of deliverable floorspace is achieved. Commercial floorspace would be provided as duplex units (basement and ground floor) and the cultural centre is proposed as a two storey building within the wider master plan. Eight parking spaces are provided for the cultural centre and four for the residential units (approximately 4%). The proposed amenity space includes play space at sixth and eighth floor and will be accessible to all units. Overall, 35% affordable units are provided (by hab room) with an approximate mix of 60:40 affordable rent to intermediate.

Comments from Officers

Transport

Maurice Richards (MR) noted that the transport strategy had changed since the previous scheme and that there was no longer basement parking provided. MR noted that the lpa did not normally allow disabled parking on-street as there was then no control over who could use it. He also felt that some of the cycle parking should be provided at ground floor level, whilst some could be provided in the basement. MR proposed a further meeting with Nick Bond to work through the strategy and to review service and delivery arrangements and refuse collection. He also noted the potential need to look at the cumulative impact of other schemes coming forward in terms of trip generation and parking delivery.

A co-ordinated approach

Peter Exon (PE) proposed that it would be helpful to consider a joint meeting with other developers and noted that this had worked well in Tottenham Hale. He also suggested that consideration should be given to the emerging Wood Green Cultural Centre, although MR confirmed that in transport terms this was too far away to have an impact.

Richard Truscott (RT) noted the benefits of a joint approach to the public realm and stated that the lpa had an agreed palette of materials that have been used on the Gas works site.

Planning Policy

Philip Crowther confirmed that a mixed use scheme was acceptable. He noted that the Council would be seeking to maximise jobs and would be looking for affordable employment space. He considered that the proposed housing was broadly policy compliant (albeit Tobias Finlayson noted that the scheme currently provided 34.7% affordable, which would need to be increased to 35% for a fast track approach). Peter Exon confirmed that he was pleased with the proposed affordable housing offer.

Energy and Sustainability

Tim Starley-Grainger noted that the DEN connection for Wood Green did not currently come close to the site. He queried whether there would be opportunities for a joint approach with other developers, but on balance, other officers felt that this might not be a priority.

Suzanne noted that zero carbon was the starting point. JW noted that pv and air source heat pumps are provided on the roof. Overheating modelling will be required. If the scheme is referable to the GLA (if above 30m) there will be a need to submit a Circular Economy Statement and Whole Life Carbon Assessment. Advice will be provided in the pre-app response on the substrate depth required for living roofs. Consideration could be given to cycle stores within hall ways.

Design

Richard Truscott advised that he was impressed how the scheme had progressed and felt that the proposed approach was logical. He queried whether there was scope to look at alternative master plan options which could include, for example, a two storey element with podium roof garden or an open space to the west of the site.

RT felt that the proposed massing of the scheme was very promising and he liked the more slender appearance of the building and felt that the different elements of the building related well to each other. He noted that there was scope to have a contrasting base to the building.

RT made some more detailed comments on the internal layouts, for example, could the north facing single aspect one bed room units at floors 4 to 6 be revised? He also queried whether the workspace units should be north facing, but acknowledged that the servicing needed to be from the west and that having an active northern frontage would be good.

Officers also noted that they would provide some information on other emerging schemes where they may impact on the proposed development.

Public Realm/ Accessibility

Maria Ahmad sought clarification on access within the communal area, access to the refuse storage and access to the disabled units within the internal layout. Stockwood noted that further details will be provided at the next stage.

Drainage

Tobias Finlayson will provide the proforma for the drainage strategy and advice can be provided as the scheme develops.

Way Forward

It was agreed that Haringey would provide advice by email rather than a formal pre-application advice letter as this would speed up the response time. The existing PPA will cover three additional topic meetings which will be arranged over the next few weeks starting with one on transport matters w/b 9 May. Tobias will set out the proposed programme in the pre-app response.

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