

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2723

Ward: Seven Sisters

Address: Brunel Walk N15 5HQ

Proposal: Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate

Applicant: London Borough of Haringey

Ownership: Council

Case Officer Contact: Valerie Okeiyi

1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application where the Council is the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalising on the location of the site to bring forward and deliver 45 much needed affordable homes, In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The development would have a positive impact on the quality of the immediate surroundings of the Conservation Area
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Turner Avenue Estate.

- The proposal achieves a site-wide reduction of 101% of carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The existing parking areas will be reconfigured and enhanced. The proposed development is car-free (except for the provision of 4 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 23/01/2023 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Unexpected Contamination
11. NRMM
12. Demolition/Construction Environmental Management Plan
13. Arboricultural Impact Assessment
14. Tree Protection Measures
15. Cycle parking
16. Construction Logistics Plan
17. Satellite antenna
18. Restriction to telecommunications apparatus
19. Piling Method Statement
20. Architect retention
21. Energy strategy
22. Sustainability Review
23. Be Seen
24. Future DEN Connection
25. Overheating
26. Living roofs
27. Biodiversity
28. Residents Satisfaction Survey
29. Wheelchair accessible dwellings
30. Future DEN Connection

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water Groundwater Risk Management Permit

Planning obligations:

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

Heads of Terms:

- Council rent housing
- Employment and Skills Plan and Skills contribution
- Physical changes and/or stopping up of the public highway for the accesses to the parking courts off Turner Avenue
- £4000 towards amendment to the Traffic Management Order (TMO)
- Implementation of a Travel Plan for a period of 5 years

- Travel Plan Monitoring Contribution – £3,000
- Car Club - a credit of £50 per annum for a period of three years from the Occupation Date in respect of each Residential Unit to the Occupiers of each residential Unit up to a maximum of two
- Carbon Offset Contribution (and associated obligations) based on £2,850 per tonne of carbon emissions
- Obligations monitoring fee

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is a planning application for the redevelopment of Brunel Walk to provide 45 new homes comprising 39 apartments and 6 maisonettes for Council rent (Use Class C3) contained within four blocks ranging from 3 to 4-storeys in height. This includes the provision of associated amenity space, landscaping, cycle and refuse/recycling stores and 4 wheelchair parking spaces. In addition the proposal seeks to reconfigure and enhance the existing parking and outdoor communal areas and play spaces on the adjoining Turner Avenue Estate.
- 3.1.2 The proposed development is split into four blocks (A, B, C, D1/D2) aligned along Brunel Walk. Block A is accessed from Elmar Road, Blocks B and C are accessed via Turner Avenue and Blocks D1 and D2 are accessed via Kirkton Road.
- 3.1.3 The development would include 8 one-bedroom flats (18%), 16 two-bedroom flats (36%), 15 three-bedroom flats (33%) and 6 three-bedroom maisonettes (13%). Four of the new dwellings would be wheelchair-accessible located on the ground floor of each block.
- 3.1.4 Extensive public realm and landscape improvements to the wider Turner Avenue Estate are proposed as part of the scheme. The layout of the existing parking areas will be rationalised, and the parking integrated into more attractive landscaped and pedestrian friendly areas. The proposed development will also include enhancement of the existing communal areas/public realm and re-activating the green space on the existing estate and enhanced and additional play space, substantial new planting, including buffer planting and additional new trees, new boundary treatments and secure access points, new pathways and new permeable surfaces, new ramped access, a new seating area, new lighting and CCTV. For the new dwellings private gardens/terrace and communal landscaped gardens with children's play space are located between the proposed buildings for the new residents. Additional trees and planting are proposed along the new boundary treatment to the south and the garden along Braemar Road will be extended.
- 3.1.5 The existing 29 car parking spaces on the Turner Avenue Estate would be re-provided including 3 new blue badge parking bays to meet existing demand on the estate. In addition, one blue badge parking bay to the front of block D1 is proposed to specifically serve the proposed development.
- 3.1.6 Communal cycle stores are located within each new block, with cycle storage facilities for the ground floor flats and the maisonettes located in their private

garden. In addition to the secure cycle storage provided for the proposed new block, two cycle stores will be provided on the Turner Avenue Estate for existing residents. A communal refuse/recycling store is located within blocks A and D1 and accessed externally. The communal refuse/recycling stores that serve the Turner Avenue Estate are being replaced and combined with the refuse stores for blocks B and C and integrated within the enhanced landscaped areas.

- 3.1.7 The proposed buildings will be finished in 2 types of brick, and the window frames and balcony balustrade will have a powder coated metal finish. They will also feature reconstituted stone details and brass coloured infill panels.

3.2 Site and Surroundings

- 3.2.1 The site is located at Brunel Walk and the Turner Avenue estate. The buildings on Brunel Walk were recently demolished and formerly accommodated Council housing used for temporary accommodation. The Turner Avenue Estate is an established post war residential Council estate.
- 3.2.2 Brunel Walk was built on part of the former Palace Gates Railway Line, immediately south of the Turner Avenue Estate and backs onto the rear gardens of the terraced houses on Seaford Road. Access to Brunel Walk is from Kirkton Road to its east, at the point where it meets Braemar Road to the south and Lomond Close to the east. The Turner Avenue Estate occupies land between Brunel Walk and West Green Road to the north with main access gained via Turner Avenue.

Aerial photographs



- 3.2.3 The properties formerly on Brunel Walk comprised 36 mainly one-bedroomed flats in 5 buildings ranging from 1- to 2.5-storeys in height. The Turner Avenue Estate accommodates 4 substantial blocks of flats ranging from 4 to 4.5 storeys set amongst landscaped communal amenity, private gardens and play space and two parking courtyards. There are high quality trees throughout the site and adjoining estate and a large green buffer to West Green Road on the northern side of the estate.
- 3.2.4 The wider area is predominantly residential in character, accommodating a range of property types and styles including traditional Victorian terraces, and post-war Council and more contemporary predominantly private blocks of flats.
- 3.2.5 The site's public transport accessibility level varies from PTAL 6a at the very eastern end of the site, to PTAL 3 for the centre of the site through to the western side. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8-minute walk away.

- 3.2.6 The site is close to but not within the Clyde Circus Conservation Area to the north, including the Locally Listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is within a Critical Drainage Area.
- 3.2.7 The site falls within Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan, which allocates the site for a potential masterplanned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site

3.4 Relevant Planning and Enforcement history

- 3.4.1 HGY/2022/1379 - Prior Approval for the demolition of buildings under Part 11, Class B, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as Amended) – Prior Notification Approved 03/08/2022.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

- 4.1.1 The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing in October 2021. The minutes are attached in Appendix 6

4.1.2 Quality Review Panel

- 4.1.3 The scheme has been presented to Haringey's Quality Review Panel on two occasions.

- 4.1.4 Following the final Quality Review Panel meeting on April 2022, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.

The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its

landscaping is clearly understood and agreed to, both by residents and the local authority.

The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.

4.2 Development Management Forum

4.2.2 The proposals were presented to a Development Management Forum in October 2021.

4.2.3 The notes from the Forum are set out in Appendix 5.

4.3 Application Consultation

4.3.2 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

No Objections

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Arboricultural Officer

No objections raised, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No objection

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments

Transport for London

No objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

544 Neighbouring properties
2 Residents Associations

Public site notices were erected in the vicinity of the site

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

No of individual responses: 11

Objecting: 9

Supporting: 1

Others: 1

5.3 The following local groups/societies made representations:

- Fountain Area Residents Association

5.4 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

Design

- Concerns with the height
- Harmful development
- Design out of character with the area
- Change to the skyline
-

Impact on neighbours

- Impact on amenity
- Overlooking/loss of privacy to Seaford Road properties
- Overbearing impact on existing residents
- Overshadowing/Loss of light
- Concerns with the daylight/sunlight report submitted
- The existing trees do not provide adequate screening
- Concerns with the daylight/sunlight analysis

Parking, Transport and Highways

- Parking congestion
- Concerns with the access point of block A
- Separate cycle access must be retained through the garden
- A dedicated cycle path should be provided
- Access issues

Environment and Public Health

- Noise and disturbance from during the construction phase
- How will anti social behaviour be managed
- Very little notice was given on the demolition of the existing building
- Noise pollution from communal amenity space and private balconies
- Safety concerns
- Concern the greenspace will be used by residents
- No equalities analysis carried out
- Impact on quality of life

- The distinctive metalwork in the garden should be respected and retained and any new metal work should harmonise with the existing design
- The development should go further with sustainability measures
- Loss of trees

Others

- Previous concerns raised during the engagement exercise have not been addressed

5.6 The following issues raised are not material planning considerations:

- Structural damage to neighbouring properties during construction process
(Officer comment this is controlled through other legislation; the party wall act)
- Neighbours' concerns are always ignored
- The concerns raised during the community engagement exercise were ignored

6 MATERIAL PLANNING CONSIDERATIONS

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

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

6.2 Principle of the development

National Policy

6.2.1 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

- 6.2.2 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy - The London Plan

- 6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.4 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.2.5 Policy H8 of the London Plan 'Loss of existing housing and estate redevelopment' states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Loss of hostels, staff accommodation and shared and supported accommodation that meet an identified housing need should be satisfactorily re-provided to an equivalent or better standard.
- 6.2.6 Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.7 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.2.8 Policy D3 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and

capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

6.2.9 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.10 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. 6.2.11 The Development Management DPD (2017) (hereafter referred to as the DM DPD) is particularly relevant. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites. 6.2.12 Policy DM15 of the DM DPD states that proposals involving the loss of an existing hostel will need to demonstrate that:

- a) The accommodation is no longer needed or there is alternative provision available in the immediate area; or
- b) The existing accommodation is not fit for purpose for its continued current use and re-provision is unviable.

6.2.13 The application sites forms part of Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan. Site Allocation SS3 designates the site for a potential masterplanned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.

6.2.14 Site Allocation SS3 has the following Site Requirement and Development Guidelines:

Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement;
- Existing buildings do not need to be retained, although refurbishment of the existing blocks with limited infill of the Turner Avenue part of the site should be considered;

- Design should take into account and positively respond to the Clyde Circus Conservation Area adjacent to the site;
- The use on this site will be residential;
- A new public open space should be provided on this site. The potential for this to link with the outside drinking area to the rear of the Fountain Pub should be considered.
- National Grid cables are identified as being present on site and need to be identified and built around to ensure appropriate access for contractors to maintain.

Development Guidelines

- Developments along West Green Road should be consistent with those of the neighbouring properties on West Green Road.
- Heights could increase towards the centre of the site, but would need to be reduced to the south, east and west to respect the amenity of neighbouring residential buildings.
- Due to the good, and improving, public transport connections, parking should be limited on this site. The parking needs of existing residents should be assessed through future site masterplanning;
- Improved site permeability to enhance connection to the local road network. A through route may be acceptable if sensitively integrated and designed to restrict through traffic, including traffic calming measures.
- This site lies in a groundwater Source Protection Zone and as such the Council will expect developments to demonstrate no adverse impact on water quality.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- The southern portion of the site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Assessment

Masterplanning and Site Allocation

6.2.15 Policy DM55 of the DM DPD states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation.

- 6.2.16 Whilst the proposal does not include the comprehensive estate renewal envisaged by the site allocation, the key principles of the site allocation would be delivered through replacement of the former temporary accommodation on Brunel Walk and the proposed masterplanned approach to the Turner Avenue estate which includes significant improvements to the communal, parking and landscaped areas.
- 6.2.17 The proposal would therefore make more effective use of the vacant land at Brunel Walk for new, sustainable, and affordable housing to meet local need and to integrate the development and the Turner Avenue Estate and deliver comprehensive site-wide landscaping and parking improvements for the benefit of new and existing residents. The existing blocks on the Turner Avenue Estate are also currently undergoing major works as part of the Council's Decent Homes programme.
- 6.2.18 As such, the proposal is therefore in line with the aspirations of Site Allocation SS3, however further consideration is given to the detailed site requirements and guidelines below.

Provision of New Housing

5 Year Housing Land Supply

- 6.2.19 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Assessment

- 6.2.20 The site is one of a number of sites that the Council is seeking to develop for Council housing forming part of its commitment to delivering new affordable homes for rent. This is an important priority as like many other local authorities, the Borough does have an acute shortage of affordable homes in the borough, with more than 11,000 residents on the council home waiting list and more than 2,500 in temporary accommodation. Many of these are families with young children in overcrowded conditions. This proposal at Brunel Walk will make a valuable contribution to Council housing supply. The Temporary Accommodation previously on-site was mostly void given its poor condition and

it is the Council's intention to redevelop to provide high-quality affordable and permanent housing to more effectively meet local needs as part of its Housing Strategy. All former residents of Brunel Walk have been rehoused in permanent and Temporary Accommodation.

6.2.21 This proposal seeks to provide 100% of the housing for general needs low cost rented housing which would align with the above planning policy requirements.

6.2.22 The site is an established residential area which includes a range of tenures, including private rent, owner-occupation and affordable homes for rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to the delivery of the Borough wide affordable housing target.

6.2.23 Brunel Walk and the adjoining estate is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need subject to all other relevant considerations. The scheme will also deliver significant improvements to the environmental quality of the site to enhance both the setting of the new development and the quality, functionality, safety, and attractiveness of the Turner Avenue estate for existing and new residents. As such, the principle of additional housing as affordable homes for rent is strongly supported by policy subject to all other policies and material considerations.

6.3 Housing Mix

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

6.3.2 The London Plan (2021) states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes

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

6.3.4 Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger

developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

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

Accommodation mix			
Unit type	Total units	Mix	Wheelchair accessible (M4 3)
1-bed 2- person flats	8	18%	
2-bed 4- person flats	16	36%	4
3-bed 5- person flats	15	33%	
3-bed 5- person maisonettes	6	13%	
Total	45	100%	8.9%

6.3.6 Twenty-one of the proposed homes (46%) would be three-bedroom family sized accommodation. This substantial provision of family-sized homes would avoid an overconcentration of smaller units in the area and would contribute significantly towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Heritage Impact

6.4.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site. However, Clyde Circus Conservation Area sits to the north of the site and the Fountain Hotel are identified as making a positive contribution within the conservation area appraisal.

Policy Context

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

6.4.3 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset

and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that could be sensitive to their impact.

Legal Context

- 6.4.4 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.
- 6.4.5 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.4.6 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.7 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.8 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the

Court of Appeal emphasised in *Barnwell*, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.4.9 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

Assessment of Impact on Heritage Assets and their Setting

- 6.4.10 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'conserve and enhance' the conservation area and its setting
- 6.4.11 The Clyde Circus Conservation Area is characterised by roads that are principally lined with long terraces of Victorian and Edwardian properties with small front gardens. In places, the terraces are punctuated by larger detached and semi-detached houses including some late 20th Century infill properties. The Conservation Area is generally consistent in terms of the scale, mass and rhythm of its properties and the lack of any green space is also characteristic of the area.
- 6.4.12 The proposed development will be erected to the south of Clyde Circus Conservation Area, on a site lying further to the south of a group of four storey high apartment blocks that already characterise the townscape along West Green Road and Turner Road. The existing apartment blocks define the townscape and urban character of the immediate southern setting of the Conservation Area along the south side of West Green Road. This established urban setting, although disjointed from the urban and architectural qualities of the conservation area, do not impinge on its legibility and appreciation and can be considered as a neutral setting.

- 6.4.13 The proposed buildings and related landscape design would retain and successfully complement the proportions, height and character of the existing development located to the immediate south of the conservation area and will enhance the urban quality and character of this residential area without affecting the southern views across and out of the Clyde Circus Conservation Area,
- 6.4.14 The Council's Conservation officer has advised that the proposed development would have a positive impact on the urban quality of the immediate surroundings of the Conservation Area and would not lead to any harm to the legibility, appreciation and significance of the conservation area.
- 6.4.15 Therefore the proposed development would preserve the setting of the Conservation Area and would not cause harm to it and is acceptable from a conservation perspective.

6.5 Design and Appearance

National Policy

- 6.5.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.5.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.5.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).
- 6.5.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.5.5 SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.5.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.5.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.5.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 15 September 2021 and 20 April 2022). The panel on the whole supported the scheme.
- 6.5.9 The full Quality Review Panel (QRP) report of the review on 15 September 2021 and 20 April 2022 is attached in Appendix 5. The final Quality Review Panel's summary of comments is provided below;

The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.

The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its landscaping is clearly understood and agreed to, both by residents and the local authority.

The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.

6.5.10 Detailed QRP comments from the most recent review together with the officer comments are set out below in Table 1.

6.5.11 Table 1

Panel Comment	Officer Response
Response to context	
The difference between public, semi-public and private space should be clearly legible, with further thought being given to the quality and detailing of fencing / walls to be used across the scheme. For example, the difference between public and private space could be signalled through introduction of simple barriers at key points of entry to the estate	The transition between the semi-private; private spaces will be carefully considered in order to define ownership and ensure privacy for residents. Defensible planted buffers to gardens will be used to protect the privacy of occupants. Timber fences in conjunction with low garden hedges and planting strips will be used to define the edges to streets, car parks and communal paths. Play areas for over the age of 12 will be open and not fenced, acting as shared green spaces with informal-natural play equipment. Play areas for below the age of 12 will be fenced and retained within the fencing of shared semi-private amenity spaces (1.8m high).
To ensure that routes through the site feel safe and attractive, it will be important to consider lighting and to	Improved lighting within Turner Avenue and the private shared amenity areas is proposed. Lighting proposals have

design boundaries in a way that helps to avoid graffiti. The overall massing and site layout for blocks A, B and C is welcomed by the panel, with this deemed appropriate given the adjacent 1950s buildings. The panel feels that Block D would benefit from a more contextually sensitive approach given the Victorian terraces on Kirkton Road, with the facade detailing of this block being less plain. The panel suggests that the richness of the Victorian terraces, in terms of colour and detail, is reflected in the detailed design of this block. The panel feels that, while blocks A, B and C's flat roofs sit well with their neighbouring blocks, block D's flat roof could be a gable or pitched roof . Blocks B and C include balconies facing west and the panel suggests considering barriers to their southern face to reduce overlooking of Seaford Road gardens.	been developed for the public realm in consultation with the crime prevention officer. Details of the lighting proposed will be submitted by the imposition of a condition. The project team has introduced unified boundary treatments which will be compliant with Secure By Design. QRP support noted Block D has been revised to have a more individual character separate to the buildings integrated within the Turner Avenue estate. The project team explored the architecture further on Kirkton and Braemar Road and have revised the elevation to block D to reflect the rhythm of street frontage/terraces. The project team have explored the panel's comments however it was felt that the proposed flat roof form is still the preference as other options result in a height and massing out of scale with the context and impair their ability to meet the net zero carbon on site target by using the roof space for plant and renewable energy generation via PVs. The project team has introduced 1.8m high screens to the southern edges of balconies of blocks A, B and C where they are closer to the garden boundary in order to prevent any direct overlooking of gardens to the south on Seaford Road.
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The panel highlights the awkward spaces created by the boundary fence at the western end of the site, between existing and new residents. It asks if a better solution could be found through consultation with residents, for example to agree a single shared private garden.	This refers to the private garden of a ground floor flat in the existing building of the Turner Avenue estate and therefore not within the scope of the proposals to change. However, through engagement with local residents post consent the applicant will seek to explore how the relationship between the new development and landscaping proposals with this space can be improved to enhance the use and appearance of this part of the estate.
Architecture	
The panel recognises the work done in taking forward the architectural design of the scheme since the last Quality Review Panel and believes that the approach taken to blocks A, B and C is appropriate and in keeping with the existing 1950s estate adjacent to the site. However, the panel notes that detailed plans of the interiors of the blocks together with the landscape were not included in the presentation. It recommends these should be provided as part of the planning submission, to allow assessment of how the ground floor layout relates to the landscape setting. The panel feels that further consideration of the relationship between the one-bedroom flats in	QRP support noted The new building layout offers an arrangement for natural surveillance to the semi-private gardens and paths. It also acts as a divider to create private gardens in between buildings with seating and play elements. The transition between shared and semi-private open areas is supported by a series of gates fences and green buffers for privacy and to enhance safety To address this the project team have revised the internal arrangement of blocks B and C and the proposed

blocks B and C, which look onto shared private space, would be beneficial, in order to address privacy. In terms of proposed materials, the warm, buff brick and horizontal banding, with this reinforced by balconies, is generally supported by the panel. However, the panel feels that applying the same approach to materials and detailing to block D is less successful. It suggests further exploration of colour, detailing and roof design to respond to the Victorian terraces on Kirkton Road The panel asks for further thought about the location of the entrance to block D, which is currently located between the cycle store, bin area and plant.	balcony positions adjusted in order to reduce the potential for overlooking. To the east the balcony is placed in a blind spot so that windows can only be seen at an oblique angle. To the west the balcony is set further away QRP support noted Block D now has a more individual character separate to the buildings integrated within the Turner Avenue estate. A warmer brick has been chosen and a contrasting darker brick introduced. The detailing has been developed further in particular the ground floor banding and contrasting window surrounds with stone details. To address this, the project team have revisited the ground floor layout of block D and have now moved the entrance to the corner of the building with the entrance door facing Kirkton Road to give it more prominence and contribute to activity at street level.
Landscape	
The panel applauds the landscape strategy for the scheme, which it believes could be an exemplar for similar schemes in the borough It acknowledges the strategy's likely high maintenance requirements but emphasises the importance of following through on the scheme's ambition, with commitments made to the ongoing upkeep of the landscape.	QRP support noted. QRP comment noted.

The panel suggests exploring the potential for garden clubs or twinning with local schools to form part of the landscape maintenance strategy. Similarly, consultation could help inform the use of the smaller garden / play spaces between blocks, solutions to potential overlooking. It is also essential that residents understand the rationale for the proposed removal and replacement of trees. The panel notes the intention to increase the number of biodiverse species proposed as part of the landscape strategy and recommends that details of this should form part of the planning submission. Similarly, further detail on the shared garden and play areas proposed for new and existing residents should be provided The panel highlights the importance of the landscape proposals having flexibility, as well as longevity, to take into account the changing requirements of the community over time The smaller spaces between buildings could also benefit from further consideration. One possibility might be their use as 'growing spaces' for residents	The project team has confirmed that the Council and its architects will seek to bring together local residents to discuss the design of the proposed new open spaces, pedestrian areas, green landscaping and play facilities. Same as above. Trees are included as part of a green buffer to screen views from road frontages, shared gardens, public pedestrian paths and private neighbouring gardens. The project team has provided an assessment of the biodiversity net gain within the Ecological Impact Assessment prepared by EPR consultants and design and Access Statement – Landscape design prepared by OOB. The project team has provided further details on the shared garden and play areas in the Design and Access Statement. The project team has considered climate change and long-term maintenance requirements by choosing low maintenance and drought tolerant species. The smaller spaces between buildings would benefit from outdoor dining areas and informal play areas.
Sustainability	

The panel welcomes the scheme's ambition to be net zero and looks forward to seeing more detail as to how this is to be achieved in practice—for example, how PVs are to be sensitively and efficiently deployed across the site. The panel recognises that issues of overheating have been addressed since the scheme was last reviewed. However, it expresses concern that the mitigation of heat gain by tree cover may be adversely affected by the need to remove mature trees on the site and would welcome further detail on this aspect of the scheme, as well as the scheme's overall sustainability strategy.	The Project team has provided further details of how the scheme will achieve net zero in the Energy and Overheating Assessment. The Project team has provided further details of the mitigation measures to address the overheating concern in the Energy and Overheating Assessment.
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Form, Bulk & Height

- 6.5.12 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for affordable housing having regard to its location, constraints, and opportunities. In particular, the scale and form of the proposed buildings successfully respond to its boundary conditions, the nature of the local built environment, setting and neighbouring residential and visual amenity.
- 6.5.13 The Council's design officer has been consulted on the proposal and notes that the buildings vary in height from three to four storeys, to respond to the position and scale of neighbouring properties, protecting adjoining amenity and respecting the limited views to and from the adjacent Conservation Area. New street frontages are created to the eastern ends onto Kirkton Road and Braemar Road and also to the development's western end to Elmar Road. Blocks B and C are set back at the top floor to the southern most part. The second floor of Block D2 is set back to lessen the impact on Morland Place. The massing of blocks B and C have been carefully designed to respond well to the existing Turner Avenue buildings and minimise the impact on their outlook. The proposed flat roof form would result in a height and massing of buildings that are sympathetic with adjacent buildings and streetscape.



Elevational Treatment; Fenestration Materials and Detail

6.5.14 The architectural style of the proposed buildings has been carefully considered and would present an attractive and contemporary finish to the proposed buildings. The four new residential blocks will be constructed using traditional materials including high-quality brick and stonework and contrasting detailing and carefully positioned and proportioned windows and balconies. Their detailed design has sought to reflect the architectural character of the surrounding area and incorporate a number of period features prevalent on the existing properties. The simple and balanced articulation of the elevations and considered use of materials complement the proportions of the buildings and provide a distinctive, contextual, and robust architectural language.

6.5.15 The design officer notes that the materials are appropriate for their location with block D1 having a more individual character separate to the buildings integrated within the Turner Avenue estate (Blocks A, B and C). Block D2 responds to the buildings to the north. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing of key junctions including cills, jambs and heads of windows, balconies and roof parapet to be agreed, prior to commencement of works on site.

Approach, Accessibility, Legibility & Landscaping

6.5.16 The proposed scheme would significantly improve the setting and approach to amenity spaces for the existing flats whilst also improving the setting and landscape of the wider immediate context.

6.5.17 The scheme is designed to close off the cul-de-sac and activate the secluded and leftover areas of the estate with new building frontages. The location and

orientation of the new accommodation will also improve passive surveillance over the open areas of the estate. The new building layout offers an arrangement for natural surveillance to the semi-private gardens and paths. It also acts as a divider to create private gardens in between buildings with seating and play elements. The transition between shared and semi-private open areas is supported by a series of gates fences and green buffers for privacy and to enhance safety. The development proposals maximise the total amount of open space through improvement of the quality of landscape areas by making them more coherent, legible, accessible, and usable. Treatment of the public green frontages to West Green Road and Braemar Road help integrate the site into the wider public realm and adjacent neighbourhoods.

6.5.18 The accessibility strategy has been developed to provide clear circulation routes around the site and ensure the safe movement for all users, making sure there is clear transition from public/shared areas to semi-private and private areas. The proposals enhance privacy and safety by distinguishing clearly between public and private areas and the needs of pedestrians, vehicles and cyclists. Accessible parking bays are provided across the site, close to building entrances as required. All routes around the site will provide level access.

6.5.19 The public realm improvements around this site would be substantial and would add further to the high design quality of this proposed development.

6.5.20 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

6.6 Residential Quality

General Layout

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

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

Indoor and outdoor space/accommodation standards

- 6.6.3 All dwellings achieve or exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a projecting balcony or rear garden that meets the requirements of the Mayor's Housing SPG Standard 26. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. None of the balconies would be north facing. All homes within each new building would also have access to the designated communal courtyards, as well as the communal green space to the existing estate. All of the proposed units are at least dual-aspect.

Accessible Housing

- 6.6.4 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.6.5 All dwellings on the ground floor achieve compliance with Building Regulations M4 (2) and just under 10% of the units achieve M4(3). Whilst this does not provide 10% wheelchair accessible homes on site, across the Council Housing programme there are several sites providing wheelchair homes in excess of 10% so this is considered acceptable in this instance. It has not been viable to provide lift access to dwellings on the first floor and above.
- 6.6.6 Whilst not all the new homes meet the Building Regulation M4 (2) 'step-free' access standards for accessibility as they do not incorporate a lift, all dwellings across the development have been laid out and designed to meet the accessibility and adaptability standards in all other respects.
- 6.6.7 London Plan policy and guidance accepts that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less the London Plan highlights that it may be necessary to apply some flexibility in the application of this policy and specifically in relation specific small-scale infill developments of no greater than 0.25ha. The site at Brunel Walk measures approximately 0.41ha which is slightly higher than the 0.25ha GLA requirement but it still represents a limited infill plot given its shape and relationship to the existing estate and given also its constraints and the need to optimise the level of affordable accommodation it has not been possible to incorporate a lift in the proposed blocks. The proposed four wheelchair accessible homes are on the ground floor and meet the required Building Regulation M4 (3) accessibility standards. In addition, through the Council's housing allocations and lettings policy, there is the opportunity to ensure that

lettings on the upper floors of the proposed blocks are directed to those tenants who do not have additional mobility needs.

- 6.6.8 Four accessible car parking spaces are provided for the ground floor wheelchair accessible units within the reconfigured car parking areas and at the Kirkton Road end. All routes around the site will provide level access and new ramps will be compliant with Building Regs Part M requirements.

Child Play Space provision

- 6.6.9 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.10 The applicant has provided a child yield calculation for the proposed Brunel Walk development based on the mix and tenure of units in accordance with the current GLA population yield calculator. There is currently 266sqm of existing play space within the Turner Avenue Estate which is currently dilapidated and underused. The proposed new accommodation at Brunel Walk requires 473.9sqm of play space. The proposed development includes 551sqm of child play space which comprises of informal play space for 0–4-year-olds within the shared landscaped gardens of the Brunel Walk development and the enhanced green space within the existing estate. The informal play space for 5–11-year-olds are also located within this enhanced green space of the estate. The existing informal play space for 12 years and older within the estate will also be enhanced. The playspace proposed will include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-17 years old. The designated areas have been distributed across the site to suit current dwelling numbers and mix.
- 6.6.11 For older children (12-17) the site is well served by parks and open spaces. The closest is Brunswick Road Open Space located within 500m of the site. Downhills Park for instance is located approximately a 12-minute walk away as well as Chestnuts Park, at a similar distance, to the west of the site.
- 6.6.12 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

- 6.6.13 The proposed landscaped gardens of the Brunel Walk development provide sufficient separation of 18m between the proposed new buildings. This distance would ensure a degree of privacy between the proposed dwellings given the tight constraints of the site. New tree planting between the new buildings would also add some screening to mitigate any overlooking.

6.6.14 The development incorporates windows and balconies with an outlook onto the new and enhanced communal amenity space whilst also allowing passive surveillance and animation to the playspace. The outlook from the existing flats of the estate will be significantly improved by high quality and **attractive** landscaping.

6.6.15 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units whilst the existing flats will also benefit.

Daylight/sunlight/overshadowing – Future Occupiers

6.6.16 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. The assessment was made using the 'daylight factor method'. Assessments were made using 'sunlight exposure' to measure sunlight. It concludes that the dwellings achieve a very high level of compliance with the BRE recommendations. Whilst a small number of rooms and outdoor amenity areas do not meet the recommendations, the results are not unusual in the context of an urban location. The proposal would therefore result in an acceptable standard of accommodation for future occupiers in this regard.

Other Amenity Considerations – Future Occupiers

6.6.17 Air quality levels at this site are acceptable, which makes the site suitable for residential accommodation (This is covered in more detail under paragraph 6.12 of the report). There are no significant noise-creating uses in the vicinity other than local roads. The Noise Impact Assessment submitted with the application confirms that appropriate internal noise levels can be achieved, in accordance with the required British Standard, through the installation of suitable glazing and ventilation methodologies.

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

6.6.19 Bins stores are located in building A and serviced off Elmar Road and a new communal refuse/recycling stores will be provided for buildings B and C and the Turner Avenue Estate as part of the landscape strategy. Building D1 and D2 are provided with two bin stores. The first located within the ground floor of D1 and the second an external refuse store located to the north of building D2. All refuse/recycling storage facilities are conveniently located near the main entrance of each new and existing buildings with secure access from the communal courtyard for residents. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection

Security

- 6.6.20 The proposed development seeks to enhance security through the layout and design of the buildings and treatment of the external spaces. This has been a particularly important objective given the safety and security issues on the site. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police and have not raised any objections to the proposal.
- 6.6.21 To improve safety and security the scheme introduces pedestrian routes that are visually open, direct, well used and well lit. The site layout creates new lines of enclosure with building frontage and boundary fences on Elmar Road and Kirkton Road. Within the estate Blocks B & C form a building line to the south of new courtyards. The public realm is separated from private shared gardens and additional passive surveillance is created over the adjacent streets and Turner Avenue. In this way short cut routes over fences and into Brunel walk from Turner Avenue to Kirkton Road will be prevented. Defensible space has been located to create a clear boundary between public and private space. The planting will allow a clear line of sight to the pavement and open spaces. Clear physical barriers have been integrated in the design to separate private shared gardens spaces and to discourage access to specific areas with different degrees of privacy.
- 6.6.22 The dwellings have been orientated to create better surveillance opportunities and amenity areas within the Turner Avenue estate have been re-provided in overlooked and well-lit spaces in order to discourage crime and antisocial behaviour. Main access doors are visible from the public realm for good surveillance, well-lit and away from any potential hiding places. The buildings will have a visitor door entry system and an access control system. Communal mail delivery facility will be located within the building entrance and built following the criteria of the Secured by Design guide. External lighting will be provided throughout the estate and to all the elevations containing a door set. A CCTV camera system is proposed to improve security and deter crime.
- 6.6.23 The Secure by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.
- 6.6.24 In summary, the design of the accommodation including internal and external living conditions proposed in respect to security satisfies the above planning policies.

6.7 Impact on Neighbouring Amenity

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

Daylight and sunlight Impact

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties at 1 and 3 Elmar Road, 1 to 23, 25 to 51 and 53 to 83 Turner Avenue, 42 to 126 Seaford Road (even numbers), 4 to 7 Morland Place and 79, 81 and 83 Kirkton Road.

Vertical Sky Component

- 6.7.4 A number of windows at 79 Kirkton Road, 1 to 23, 25 to 51 & 53 to 83 Turner Avenue, 1 Elmar Road, 68, 98, 114, 120 & 124 Seaford Road, which have a requirement for daylight do not pass the Vertical Sky Component (VSC) Test. However, the following mitigating factors apply:
- 6.7.5 Firstly, a number of windows (4, 5, 100, 101, 111, 112, 143 to 145, 156, 386 & 387) that do not pass the test, achieve before/after ratios of 0.7 and above. This is close to the BRE 0.8 recommendation. Therefore, whilst the BRE guide gives numerical guidelines, there is an acknowledgement that these results should be interpreted flexibly since natural lighting is only one of many factors in site layout design.
- 6.7.6 Secondly, some of these windows are already impacted by a projecting wing or overhang. The BRE guide acknowledges that where a window has an overhang or a projecting wing, a larger relative reduction in VSC may be unavoidable, as the building itself contributes to its poor daylighting. The BRE guide explains that one way to demonstrate this is to test the windows without these existing obstructions in place. A number of the windows surpass the BRE criteria without the obstructions in place.

- 6.7.7 Thirdly, whilst the BRE guide states that daylight may be adversely affected if the above targets are not met, when setting targets, both the BRE guide and National Planning Policy Guidance (NPPG) recognise that it is necessary to have regard to the development context and site location. It is generally accepted that for large schemes in London, a retained Vertical Sky Component of 20% or more represents a reasonably good level of daylight, and a retained Vertical Sky Component in the mid-teens (15% and above) is acceptable.
- 6.7.8 Finally, the BRE guide recognises that a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Daylight Distribution

- 6.7.9 The vast majority of rooms meet the daylight distribution recommendations, with only 3 isolated rooms at 1 to 23 Turner Avenue (rooms served by windows 161, 162 & 163) not meeting the BRE recommendations. The rooms served by windows 161 & 163 achieve before/after ratios of 0.71 & 0.74 respectively, falling just marginally short of the BRE recommendation of 0.8. Window 162 achieves a before/after ratio of 0.67 but is hampered by a wing. Furthermore, windows 162 & 163 serve bedrooms and the BRE guide states that bedrooms should be analysed, although they are less important than living rooms, dining rooms and kitchens.

Sunlight to Windows

- 6.7.10 A number of windows at 79 Kirkton Road, 1 to 23, 25 to 51 & 53 to 83 Turner Avenue and 1 Elmar Road, have a requirement for sunlight and do not pass the Annual Probable Sunlight Hours test. The presence of projecting wings and overhangs can also be applied to the sunlight tests. With these obstructions removed, windows 5, 80, 88 & 96 would all meet the recommendations. Of the remaining windows, the vast majority all meet the annual probable sunlight hours targets over the whole year and only fall short during the winter months

Overshadowing to Gardens and Open Spaces

- 6.7.11 93% of all gardens and open spaces tested meet the BRE recommendations, with only 4 of the 59 gardens tested falling short of the BRE recommendations, all of which are to gardens of ground floor flats in the existing Turner Avenue blocks immediately adjacent. Two of these achieve 44% & 45% respectively, which is only marginally short of the BRE 50% recommendation. Whilst the other two cannot be classed as falling only marginally short, officers are of the opinion these isolated shortfalls can be considered on balance acceptable, as it appears the residents will have access to the improved communal gardens of the estate, which both exceed the BRE recommendations.

6.7.12 Whilst it highlights that a number of windows and gardens to neighbouring properties do not meet the standard numerical recommendations, the results are not unusual in the context of the urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. It is considered that the development achieves an appropriate balance between daylight and sunlight related impacts and other material planning considerations.

6.7.13 Officers considered that the adjoining properties bounding the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

Privacy/Overlooking and outlook

6.7.14 The proposed buildings have been carefully positioned and designed to avoid adversely affecting neighbouring amenity in these respects. The proposed development is separated from existing residential properties to the south on Seaford Road by 20-27 metres. Balconies are carefully positioned and face east and west and incorporate privacy screens to avoid direct overlooking of these properties. Angled bay windows to habitable rooms have been introduced on the rear elevations of the proposed buildings, again to prevent direct overlooking. In addition, new and replacement trees will be planted along the rear boundary to provide some screening and further mitigate the impact on neighbours. The proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants.

6.7.15 The proposed development would establish gaps of 18 metres to allow views through to the Turner Avenue Estate. The buildings are also placed and orientated appropriately to minimise their presence and impact on the existing blocks on the estate.

6.7.16 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.

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

Other Amenity Considerations

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

- 6.7.19 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.
- 6.7.20 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.7.21 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.7.22 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current existing residential use of the site will be retained and the current urbanised nature of the surroundings.
- 6.7.23 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 The site is located within an area with a public transport accessibility level (PTAL) of part-6a, part-3, which is a good level of accessibility. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8 minute walk away. Turner Avenue estate and Brunel Walk are located within

the wider St Anns Controlled Parking Zone which operates between the hours of 0800 to 1830 Monday to Saturday.

- 6.8.4 In respect of access arrangements, the site is accessed via a non-vehicular connection that passes east – west and connects to Turner Avenue and Elmar Road to the west of the site, and Kirkton Road, Braemar Road and Lomond close to the eastern side. Connections to the wider highway network are from Turner Avenue and Kirkton Road which both connect to West Green Road.
- 6.8.5 The site is located approximately 450m west of A10 High Road which forms part of the Transport for London Road Network (TLRN). Transport for London (TfL) is the highway authority for the TLRN and they seek to maintain the performance and/or safety of the TLRN.
- 6.8.6 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.8.7 They note that Turner Avenue and Kirkton/Elmar are public Highway, as are the short connections to Haringey Housing parking courts on the south side of Turner Avenue, that service the existing residences. The reconfiguration of the parking courts and change to the layout, will necessitate a formal process to alter the highway arrangement/layout of these two connections.

Access and Parking

- 6.8.8 The proposal seeks access and public realm changes that include reconfiguration of the parking areas, essentially the same quantum of parking will remain (29 spaces) and there will be public realm improvements enabling cyclist and pedestrian access to the 4 new blocks and connections to and from the site to the adjacent streets. Currently there are 70 units within the estate and prior to demolition, 36 small homes on Brunel Walk. This proposal is for a total of 45 new units representing an uplift of 9 homes. The two parking courts currently accommodate 29 spaces, and the same number will be retained in the parking court areas, plus a new blue badge bay will be provided to the eastern end of the development accessed off Braemar Road. In total there will be 4 blue badge bays available for existing and new residents within the site. All 29 spaces will be managed by the Council's Assets Team.
- 6.8.9 The Transport officer notes that in respect of the parking aspects overall, there will be an uplift of 9 new units, so there is the potential for additional parking demands compared to present. However, taking into account there will be cycle parking to meet London Plan standards provided for residents and visitors, a travel plan, and there are shops, services and local facilities within walkable distances, along with public transport services, it is not expected any adverse parking impacts will arise.

Car Free

- 6.8.10 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site and permits would not be allocated to the new properties for on street parking. Due to most of the site's public transport accessibility level (PTAL) (part 3- part 6a -which is a good level of accessibility) the site's location within a Controlled Parking Zone (CPZ) and the on-site provision of accessible parking in line with The London Plan (2021) standards, the proposed development would be a car free development, that restricts future residents of the development from applying for an on street parking permit which is in accordance with Policy DM32 of the DM DPD.
- 6.8.11 As such, Officers raise no objections to the proposals on transport grounds with the above measures and maintenance of the existing number of parking bays in respect of proposed car parking arrangements.

Cycle parking

- 6.8.12 Cycle parking is proposed in an internal cycle store for each block, and the proposed provision for each store matches the numerical requirements of each block. There is a mix of Sheffield stands and wall mounted vertical cycle stands, and there are facilities included for larger cycles. These are of sufficient size to accommodate the required cycle parking.
- 6.8.13 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards and full details of short stay/visitor cycle parking and the bike hangar cycle parking facility proposed for existing residents, to be located off Turner Avenue north of the site would need to be provided by the imposition of a condition.
- 6.8.14 As such, Officers raise no objections to the proposals on transport grounds subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

- 6.8.15 With regards to delivery and servicing considerations, the Transport Assessment predicts that there would be 3 delivery and servicing movements per day.
- 6.8.16 Delivery and service vehicles would generally park within Kirkton or Braemar Roads to service the properties formerly on Brunel Walk. In respect to the proposed redevelopment it is envisaged delivery and service vehicles may park and dwell in a number of locations including Turner Avenue, and the parking courts servicing the estate. In any instance it is not expected that there will be any adverse impacts from a very small uplift in delivery and service trips.

6.8.17 In terms of refuse and recycling collection there are internal bin stores provided for Blocks A and D, and external bin stores for Blocks B and C. Details of the anticipated manoeuvres and associated pull distances to be undertaken by collection lorries has been set out as part of the proposals. Overall, these are acceptable, as they show the vehicle reversing into the parking court area accesses to make collections. The proposed arrangements are therefore considered to be satisfactory, and this has been confirmed by the Waste Collection team.

Construction Logistics and Management

6.8.18 A draft construction logistics report has been submitted and reviewed by the Council's Transportation Team who consider it to be acceptable, however full details are required and secured by the imposition of a condition on any grant of planning permission.

6.8.19 Transport for London (TfL) accepts the proposal in principle and it is considered that the application overall is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Sustainability, Energy and Climate Change

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

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

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

6.9.4 The development Guideline within Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan states that development proposals

should be designed for connection to a DEN network and seek to prioritise/secure connection to existing or planned future DEN networks, in line with Policy DM22 of the DM DPD.

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

Carbon Reduction

- 6.9.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. The site falls within an area designated for the westward expansion of the Tottenham Hale Heat Network. London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.
- 6.9.7 The development achieves a site-wide reduction of 101% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the heating and overheating strategies which can be dealt with via condition.
- 6.9.8 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 101% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 49.7 tonnes of CO₂ from a baseline of 49.1 tCO₂/year. This means that all regulated operational emissions are reduced on site.
- 6.9.9 The applicant has proposed a saving of 10 tCO₂ in carbon emissions (17.8%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.9.10 In terms of the installation of various renewable technologies, the report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total

of 38.7 tCO₂ (78%) reduction of emissions are proposed under Be Green measures.

- 6.9.11 An 'ambient loop' ASHP system is proposed: centralised air-to-water (SCOP 3.2 and ESEER 3.98) and water-to-water (COP of 4.3 for 4kW and 4.1 for 6kW). This is designed at 25 degrees, with a water-to-water heat pump by apartment to uplift the central loop to 55 degrees to provide hot water and heating to the dwellings for 100% of demand. Carbon Management Officers however would like to see a communal ASHP/gas boiler plant room designed into the scheme in place of ambient loop system as they are not compatible with connecting to a DEN.
- 6.9.12 The applicant has explored options to connect to the planned DEN, however due to necessary infrastructure requirements and associated costs and the constraints of the site and nature of the development proposed, it is not feasible to do so. The proposed scheme represents a backland/infill development on a narrow site incorporating both houses and flats across four small building plots. It optimises the quantum of Council rented homes including a significant proportion of family homes and provides high-quality external spaces as part of as part of seeking to tie it into and enhance the poor environmental quality of the Turner Avenue Estate. The scheme delivers a zero-carbon development using a highly efficient and cost-effective system comprising ASHPs and an ambient loop, which would not be feasible should a connection to the DEN be provided. A condition, however is recommended to ensure that should a DEN be established in this location in the future, the development should seek to connect to it appropriately.
- 6.9.13 Having regard to the constraints associated with connecting to a potential DEN and the key benefits of the scheme, the proposals on balance are considered acceptable. They would deliver a highly sustainable development via an effective site-specific energy strategy and significantly improve the environmental setting of the local area.
- 6.9.14 No carbon shortfall remains as this scheme is net positive in regulated emissions. If the scheme does not meet the zero carbon target, it should offset the shortfall at £95 per tCO₂ over 30 years.

Overheating

- 6.9.15 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design
- 6.9.16 The development would not overheat based on the London Heathrow weather files this is based on a series of mitigating measures being built into the

development including natural ventilation, high g-value glazing, external vertical side fins to the west façade, horizontal brise soleil on southern façade, natural and mechanical ventilation heat recovery however the overheating modelling with the Central London weather file will need to be provided which will more accurately represent the urban heat island effect and future overheating scenarios will need to be considered however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Summary

6.9.17 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions. As such, the application is considered acceptable in terms of its sustainability

6.10 Urban Greening, Trees and Ecology

6.10.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

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

6.10.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.10.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

Urban Greening Factor

6.10.5 The proposed development would provide substantial enhancements and improvements to the soft landscaping within the Turner Avenue estate which currently consist of large areas of green space, mature trees throughout the site and existing amenity space. Communal gardens are also proposed between the new buildings of the Brunel Walk development. Various types of planting

including new semi mature trees, amenity grassland, flower rich perennial planting, rain gardens and hedges will improve the site's biodiversity and contribute to the quantum of local green space. In addition to planting, green roofs and permeable surfaces capture rainwater and contribute to the development's sustainable drainage design and mitigation of storm water flooding. Details of landscaping can be secured by condition to secure a high-quality scheme with effective long-term management.

- 6.10.6 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types as described above. The development achieves an urban greening factor of 0.6 which exceeds the minimum target of 0.4 set out in the London Plan. This is a significant urban greening improvement. It is considered that the proposed development in terms of urban greening is acceptable.

Trees

- 6.10.7 A total of 65 trees will be retained on site made up of 28 individual trees and 7 groups (which comprise 37 trees). The proposal involves the removal of 12 individual and 1 group of trees (comprising 5 trees). Of these 17 trees, there are 12 category C, 2 category U and 3 category B trees for removal. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. Three of these trees on the southern boundary will be replaced by additional tree planting. The rest are C category trees of low-quality category C or U category which are in poor condition. Category A trees are of high quality with an estimated remaining life expectancy of at least 40 years. These trees to be retained are located in public space south of West Green Road. It is noted that 4 trees and one group have been removed by third parties since the applicant's survey was carried and for other reasons 4 trees are to be recommended to be removed irrespective of the proposals. Sixty-eight new semi-mature trees will be planted. Therefore, there will be a net increase of 47 trees on site. The crowns of the existing trees will be raised to open up the green space for amenity use.

- 6.10.8 The Council's Tree Officer does not raise any objections subject to the Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement (AMS) and the tree protection plans (TPP) being adhered to. The tree protection plans (TPP) will require regular checks therefore an Arboriculturist will need to monitor this aspect of the scheme until completion of the project and a condition will secure this requirement. The Council's Tree Officer has confirmed that the species of the new tree planting shows good all year-round interest, diversity, and urban fitness and the Officer is satisfied with the five year aftercare and replacement plan to establish independence in the landscape.

Ecology and Biodiversity

6.10.9 Bat and bird boxes bee bricks and hedgehog houses would be installed to support native species and species that support foraging of birds, attract pollinators and wildlife are proposed.

6.10.10 A bat survey was undertaken which concluded that the proposals will have no significant residual effect and recommends a sensitive lighting strategy to avoid negative effects on bat foraging and commuting behaviour. Whilst these measures are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.

6.10.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

6.11 Flood Risk and Drainage

6.11.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.11.2 The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources and that it is within one of Haringey's designated Critical Drainage Areas. The online surface water flood maps indicate that surface water flooding is concentrated along the eastern part of the site, where the proposed new dwelling is raised above existing flood levels, additionally the surface water drainage strategy will ensure surface water is reduced off site to greenfield rates and designed to cater for the 1:100 year + 40% climate change event and therefore there will be no detrimental impact off site. Therefore, no additional flood mitigation measures (such as flood barriers) have been proposed for the development.

6.11.3 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.

6.11.4 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure

6.12 Air Quality and Land Contamination

Air Quality

- 6.12.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.
- 6.12.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral. Air quality neutral measures include the use of air source heat pumps and localised Water Source Heat Pump. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.
- 6.12.3 Officers acknowledge concerns raised about construction works however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard

Land Contamination

- 6.12.4 Policy DM23 (Part G) of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.12.5 A Geotechnical Design Report for Phase 1 has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.13 Fire Safety

- 6.13.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.
- 6.13.2 The Fire Statement submitted with the application confirms that all blocks and houses are to have an automatic water fire suppression system (sprinklers) along with automatic fire detection systems due to the constraints and nature of the site as a back-land location.

6.13.3 Elmar Road provides access to building A for a fire tender within 18m to the entrance and dry riser inlet. In a similar way Kirkton Road provides access to block D1 for a fire tender within 20m to the entrance and dry riser inlet. The landscape has been designed to allow a fire tender to reverse no more than 20m to provide access to the entrance and dry riser inlet again within 20m from the appliance. To access the dwellings within building D2, which is not fitted with a dry riser but has sprinklers, it is necessary for the fire tender to reverse into the mews through the gate in order to reach the top floor flats within a maximum hose distance of 75m. The gate entry system will provide for emergency access.

Haringey Building Control has been consulted on this application and has confirmed that they are satisfied with the proposals.

6.14 Employment

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

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

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

6.15 Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalise on the location of the site to bring forward and deliver 45 much needed affordable homes. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The development would have a positive impact on the quality of the immediate surroundings of the Conservation Area.

- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Turner Avenue Estate.
- The proposal achieves a site-wide reduction of 101% of carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.
- The existing parking areas will be reconfigured and enhanced. The proposed development is car-free (except for the provision of 4 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £308,549 (4780sqm x £64.55) and the Haringey CIL charge will be £255,538.8 (4780sqm x £53.46). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions in Appendix 1 and agreement

APPENDIX 1 – Planning Conditions and Informatives

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

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

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

Drawings

0001 - Existing Site Location Plan
0100 - Existing Site Plan
0300 - Existing Street Elevation – South
0301 - Existing Street Elevation - East & West
0303 - Existing Elevations 1/3
0304 - Existing Elevations 2/3
0305 - Existing Elevations 3/3
1000 - Proposed Site Plan - Full Site -Rev N
1001 - Proposed Ground Floor Plan - Full Site -Rev Q
1002 - Proposed 1st Floor Plan - Full Site -Rev P
1003 - Proposed 2nd Floor Plan - Full Site -Rev P
1004 - Proposed 3rd Floor Plan - Full Site -Rev N
1200 – Block A - Proposed Ground Floor Plan -Rev I
1201 – Block A - Proposed 1st & 2nd Floor Plan – Rev J
1203 – Block A - Proposed 3rd Floor Plan – Rev K
1204 – Block A - Proposed Roof Plan – Rev F
1205 - Block A - Wheelchair Apartment – Rev C
1300 – Block B & C - Proposed Ground Floor Plan – Rev J
1301 – Block B & C - Proposed 1st & 2nd Floor Plan – Rev J
1302 – Block B & C - Proposed 3rd Floor Plan – Rev K
1303 – Block B & C - Proposed Roof Plan– Rev G
1304 - Block B & C - Wheelchair Apartment– Rev C
1500 – Block D1 – Flats - Proposed Ground Floor Plan – Rev G
1501 – Block D1 – Flats - Proposed 1st Floor Plan– Rev I
1502 – Block D1 – Flats - Proposed 2nd Floor Plan– Rev I
1503 – Block D1 – Flats - Proposed Roof Plan– Rev D
1504 - Block D1 – Flats - Wheelchair Apartment– Rev D

1600 – Block D2 – Mews - Proposed Ground Floor Plan– Rev H
 1601 – Block D2 – Mews - Proposed 1st Floor Plan– Rev G
 1602 – Block D2 – Mews - Proposed 2nd Floor Plan– Rev H
 1603 – Block D2 – Mews - Proposed Roof Plan– Rev F
 2000 – Proposed Site Sections 1– Rev G
 2001 – Proposed Site Sections 2– Rev G
 2002 - Proposed Site Sections 3– Rev F
 3100 - Proposed Site Elevations – Sections– Rev L
 3200 – Block A_Proposed Elevations– Rev H
 3201 – Proposed Site Elevations - Block A - North & South– Rev I
 3202 - Proposed Site Elevations - Block A - East & West– Rev I
 3300 – Blocks B&C_Proposed Elevations– Rev I
 3301 – Proposed Site Elevations - Block B - North & South– Rev I
 3302 - Proposed Site Elevations - Block B - East & West– Rev H
 3401 – Proposed Site Elevations - Block C - North & South– Rev I
 3402 - Proposed Site Elevations - Block C - East & West– Rev H
 3501 – Proposed Site Elevations - Block D - North & South– Rev I
 3502 - Proposed Site Elevations - Block D - East & West– Rev J
 Site Plan 5350- OOB- ZZ- 01- DR- L- 0005
 PROPOSED BELOW GROUND DRAINAGE SURFACE WATER LAYOUT- 2844-
 MHT-CV-BG-XX-110 PROPOSED BELOW GROUND DRAINAGE FOUL WATER
 LAYOUT - 2844-MHT-CV-BG-XX-120

Documents

Air Quality Assessment report prepared by Accon Uk Limited, Air Quality Neutral Assessment report prepared by Accon Uk Limited, Arboricultural Assessment prepared by Hayden's Arboricultural Consultants Limited, Daylight and Sunlight Assessment prepared by ROL Consulting, Design and Access Statement prepared by KC & Architects, Drainage Strategy (including SUDS strategy) prepared by Meinhardt (UK) Ltd, Ecological Impact Assessment (including Biodiversity Net Gain calculation prepared by EPR Ltd, Fire Strategy prepared by Goule Group, Energy and Overheating Assessment (including Lifetime Carbon Assessment) prepared by Meinhardt (UK) Ltd, Overheating Note dated 04 January 2023. Noise Assessment prepared by Max Fordham, Geotechnical Design Report by A2 Site Investigation, Landscape Design and Access Statement (including Urban Greening Factor calculation prepared by Oobe, Outline Construction Logistics Plan (CLP) prepared by RGP, Planning Statement prepared by London Borough of Haringey, Statement of Community Involvement (SCI) prepared London Borough of Haringey, Sustainability Statement prepared by Meinhardt (UK) Ltd, Transport Assessment prepared by RGP, Travel Plan prepared by RGP

Reason: In order to avoid doubt and in the interests of good planning.

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
- a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of key junctions including cills, jambs and heads of windows, balconies and roof parapet shall be submitted to and approved in writing by the Local Planning Authority. Samples of cladding, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1 of the Development Management Development Plan Document 2017.

- 4 Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017

- 5 Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved.
- Details shall include information regarding, as appropriate:
- a) Proposed finished levels or contours;
 - b) Means of enclosure;
 - c) Hard surfacing materials;
 - d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- Soft landscape works shall be supported by:
- e) Planting plans;
 - f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees). The soft landscaping scheme shall include detailed drawings of:
 - i) Existing trees to be retained;
 - j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
 - k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species.

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy DM1 of the Development Management DPD 2017 and Policy SP11 of the Local Plan 2017.

- 6 Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

- 7 No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy

DM1 of the Development Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017

- 8 Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities.

- 9 Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: In the interest of creating safer, sustainable communities.

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

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

- 11 a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which

details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion

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

- 12 A Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
B Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
 - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
 - iii. Details of plant and machinery to be used during demolition/construction works;
 - iv. Details of an Unexploded Ordnance Survey;
 - v. Details of the waste management strategy;
 - vi. Details of community engagement arrangements;
 - vii. Details of any acoustic hoarding;
 - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
- i. Monitoring and joint working arrangements, where appropriate;
 - ii. Site access and car parking arrangements;
 - iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and

- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
 - i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

- 13 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by Hayden's Arboricultural Consultants Consulting Arborists dated October 2022 including the tree protection plans (TPP)

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 14 The tree protective measures must be periodically checked by the Consultant Arboriculturist.

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 15 Prior to above ground works further details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority, these shall include full dimensional details, installation specifications for the systems proposed, spacing's, manoeuvring area, security and weather protection. The development shall not be occupied until a minimum of 89 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 16 A Construction Logistics Plan will be required to be submitted prior to works commencing. The Construction Logistics Plan shall include:
- a survey of the existing conditions of adjacent public highways;
 - an assessment of the cumulative impacts of demolition and construction traffic;
 - details of the likely volume of demolition and construction trips and any mitigation measures;
 - site access and exit arrangements including wheel washing facilities and swept paths where required;
 - vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
 - proposed temporary access and parking suspensions and any temporary access and parking solutions required;
 - Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
 - methods for of protection of adjacent highway infrastructure; and,
 - an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site. Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development in accordance with Policies T7 and D14 of the London Plan 2021 and Policy DM23 of the Development Management Development Plan Document 2017

- 17 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning

Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

- 18 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017.

- 19 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 20 The applicant must ensure that the project architect (KC+A Architects) continues to be employed as the project architect through the whole of the construction phase for the development except where the architect has ceased trading. The applicant shall not submit any drawings relating to details of the exterior design of the development that are required to be submitted pursuant to conditions of the planning permission unless such drawings have been prepared or overseen and agreed by the project architect.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Local Plan 2017.

21. The development hereby approved shall be constructed in accordance with the Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 82.5 kWp solar photovoltaic (PV) array.

- (a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
 - Resubmission of the heating strategy, compatible with a future DEN connection;
 - Confirmation of the necessary fabric efficiencies, and space heating demand, to achieve a minimum 18% reduction with SAP2012 carbon factors
 - Details to reduce thermal bridging;
 - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
 - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
 - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
 - Confirmation of how the solar PV electricity generation will be used on site;
 - A metering strategy.

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

(b) The solar PV arrays and air source heat pump system must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in

line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

22 Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:

- explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met; explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies; calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan; provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and such other information reasonably requested by the Council.

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

23 (a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.

(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.

(c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

- 24 Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:
- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
 - Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
 - Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
 - A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;

- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a future pipework route from the temporary boiler location to the plant room.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.

- 25 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 for 2050s and 2080s, high emissions, 50% percentile;
- Additional sample modelling of the corridors;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Annotated floorplans showing which spaces/dwellings have been modelled;
- Summary tables of the modelling results.

The development must be built in accordance with the approved overheating measures prior to the first occupation of the development and retained thereafter for the lifetime of the development.

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

- 26 (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vii) Management and maintenance plan, including frequency of watering arrangements.
- (b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

- 27 (a) Prior to above ground works, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

Development shall accord with the details as approved and retained for the lifetime of the development.

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

- 28 No later than 12 months after the first occupation of the development hereby approved a Resident Satisfaction Survey shall be undertaken and the results reported to the Local Planning Authority. The survey shall seek the views of residents in relation to the quality, functionality, useability and management of the development and set out any measures to address issues thereafter.

Reason: To ensure the quality of the housing design and layout in accordance with Policy DM12 of the Development Management DPD 2017.

- 29 All the residential units on the ground floor will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended) and the 4 wheelchair accessible units will be built to M4 (3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D5.

- 30 Should a District Energy Network be established with the site allocation SS3 the applicant shall explore the possibility of connecting the DEN submit details to the Local Planning Authority for consideration. Should a connection be feasible, the applicant shall implement and maintain thereafter.

Reason: To ensure the development delivers long-term energy efficiencies as part of the Council's planned DEN in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £308,549 (4780sqm x £64.55) and the Haringey CIL charge will be £255,538.8 (4780sqm x £53.46). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE:

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

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

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

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

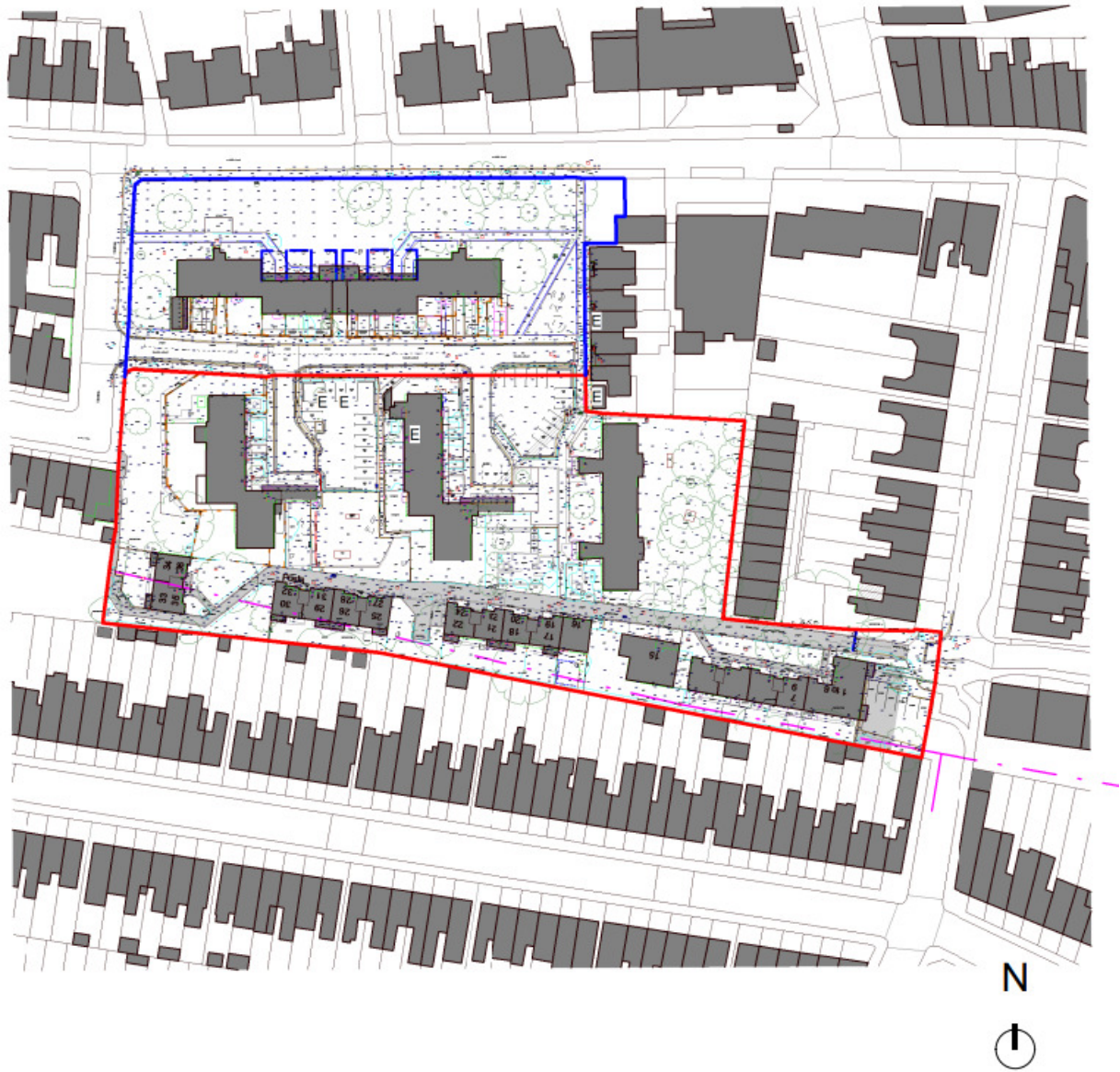
INFORMATIVE: Prior to the demolition or construction on the existing building and land, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

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

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Appendix 2 – Plans and images

Site location plan



Aerial view of site



Proposed ground floor plan



Typical Upper Floors



05 Proposed Landscape Masterplan of Brunel Walk & Turner Avenue Estate



Birds eye artist impression of the proposal looking south



Birds eye artists impression of the proposal looking north



Street view of Building D1 and Brunel Walk seen from Kirkton Road



Street view seen from Elmar Road showing proposed Building A





1-23 Turner Avenue

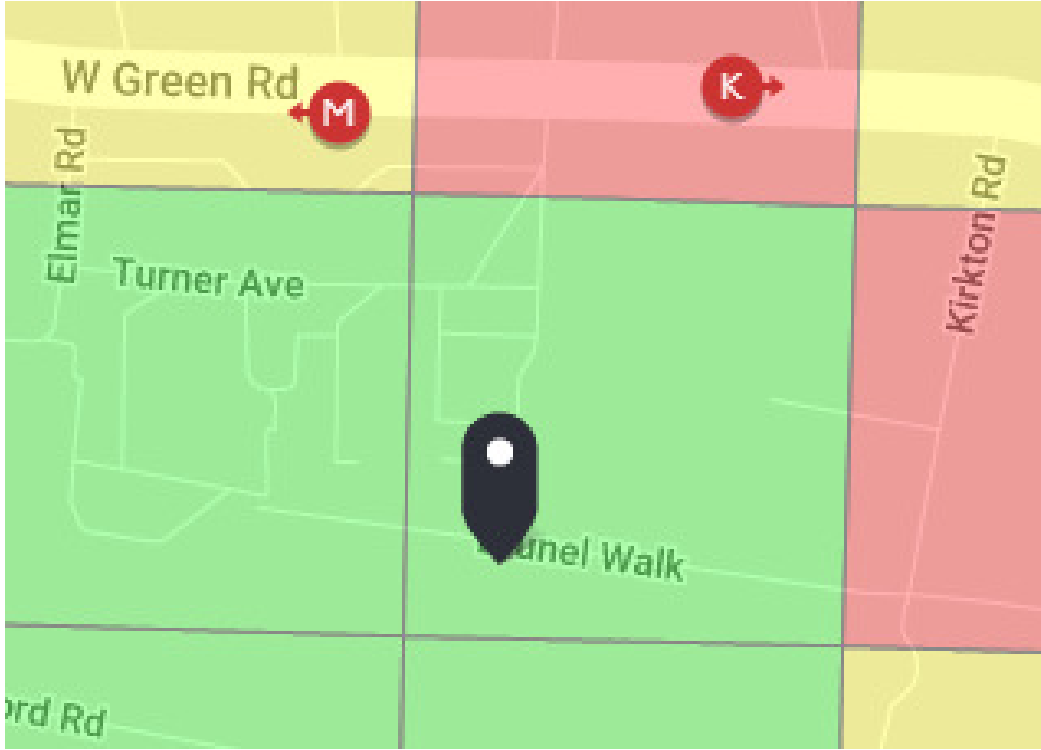
C. Proposed front elevation Building B - North



D. Proposed rear elevation Building C - South

Appendix 3 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<u>Development proposals</u> This proposal is for demolition of the existing residential blocks to the south side of this estate and their replacement with 45 new residential units, comprising 39 flats and 6 maisonettes, with 4 accessible units included. These are to be accommodated within 4 new blocks aligned along Brunel Walk, and accessible from Elmar Road to the west, and Turner Avenue, and Kirkton Road to the east. The breakdown of these new units is as follows; • 8 No. 1 bed, 2 person flats • 16 No. 2 bed 4 person flats including 4 wheelchair adapted homes • 15 No. 3 bed 5 person bed flats • 6 No. 3 bed 5 person maisonettes The units that have been demolished to enable this development were temporary housing units, there were 36 units in total, so there will be an uplift of 9 units overall. The development is proposed as car free apart from blue badge spaces for the accessible units, and cycle parking stores will be located within each of the four blocks. There will also be a travel plan in place plus it is required that there be provision of a car club facility. It is noted and welcomed that there is cycle parking proposed for existing residents of the estate in the form of a cycle hanger. There are 70 maisonettes within the remaining existing blocks at the site plus two parking areas administered and managed by Homes for Haringey. In total these accommodate 29 spaces. <u>Location and access</u> This redevelopment site is located to the southern edge of the Turner Estate, which is located to the south side of West Green Road. Brunel Walk is essentially a car free connection which connects Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. It is not public highway, it is assumed it is owned	Observations have been taken into account. The Recommended legal agreement clauses and conditions attached.

Stakeholder	Question/Comment	Response
	and maintained by Homes for Haringey. The site's PTAL varies across it, from PTAL 6a at the very eastern end of the site, to PTAL 3 for the main component through to the western side. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8 minute walk away. The changing PTAL value across the site is shown below;  The PTAL values for the site have actually reduced from 2019. Most of the site was formerly designated as PTAL 4. Brunel Walk and the Turner Estate are located within the wider St. Anns CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. However, the car parking areas that	

Stakeholder	Question/Comment	Response
	service the Turner Estate, whilst accessed off public highway, are privately run and managed by Homes for Haringey. <u>Transportation considerations</u> A 'Healthy streets' Transportation Assessment accompanies this application. This considers and provides commentary on the transportation aspects of the development. The main considerations are as follows; <u>Access arrangements</u> At present, the site is accessed via a non-vehicular connection that passes east – west and connects to Turner Avenue and Elmar Road to the west of the site, and Kirkton Road, Braemar Road and Lomond close to the eastern side. Connections to the wider highway network are from Turner Avenue and Kirkton Road which both connection to West Green Road. With the proposed development, there will be access and public realm changes that include reconfiguration of the parking areas, essentially the same quantum of parking will remain (29 spaces) and there will be public realm improvements enabling cyclist and pedestrian access to the 4 new blocks and connections to and from the site to the adjacent streets. The existing layout with respect to public highway status is shown below;	

Stakeholder	Question/Comment	Response
	 As can be seen Turner Avenue and Kirkton/Elmar are public Highway, as are the short connections to the Hones for Haringey parking courts on the south side of Turney Avenue, that service the existing residences here. With this development it is intended to reconfigure the parking courts and change the layout, and that will necessitate a formal process to alter the highway arrangement/layout of these two connections. There may be slight changes associated also with the provision of a new blue badge bay to the eastern end of the development accessed off Braemar Road. It is understood this is running concurrently to the planning considerations, with the applicant engaging with the Highway Authority to formalise and progress the process. The applicant will need to meet all of the costs associated with this process both on the administrative side and for the physical works associated with the changes. Given the two connections from Turner Avenue to the parking areas/courts do not have a highway network function as such, it is suggested consideration be given to the applicant taking on ownership of the short connections off Turner Avenue to these parking courts.	

Stakeholder	Question/Comment	Response
	<u>Healthy Streets Assessment</u> The TA includes details of the inspection/assessment made of 5 walk routes to local facilities and services, such as shops, transport, green space and a local primary school. Essentially, the report from these details the routes are overall reasonable and the only observations/recommendations made relate to footway surface maintenance and implementation of tactile paving at a crossing on the walk route to Seven Sisters Primary school. <u>Car Parking</u> At present, there are 70 units within the estate plus there were prior to demolition, 36 units within Brunel Walk. This application is for a total of 45 new units so an uplift of 9 compared to previous. This development is proposed as a formal car free/permit free development, the PTAL varies from 3 to 6A along the site (most of the site is PTAL 3, however WEBCAT plots for 2019 show most of the site as being designated PTAL 4). Under the London Plan it is detailed that the PTAL value for a site should be taken as the highest value when considering parking provision or parking aspects of a development site. Therefore, this development should be (if implemented) formalised as permit free so occupiers are unable to obtain permits to park within the St. Anns CPZ. There is a cost to cover the administrative and consultation time for officers of £4000 that the applicant will need to meet. It is assumed that as well as CPZ permits Homes for Haringey will not be enabling parking within their own parking courts as well. The two parking courts currently accommodate 28 spaces, and the same number will be retained in the parking court areas, plus a new blue badge bay will be provided to the eastern end of the development accessed off Braemar Road. In total there will be 4 blue badge bays which meets London Plan requirements for a bay to be available for each accessible unit within the development. All 29 spaces will be managed by Homes for Haringey. A Parking stress survey was carried out and the results presented within the TA. This recorded that the HfH managed spaces within the existing parking courts were essentially fully used overnight. The survey also recorded also that there was very little spare capacity within Turner Avenue and Kirkton Road, however in the adjacent streets to the estate within the survey area stresses were lower with 27 spaces available out of 60 spaces within Seaford Road and 21 available out of 46 on Braemar Road. Survey area	

Stakeholder	Question/Comment	Response
	wide, the stresses recorded when considering a 5m car length were 70% with 126 spaces available, and when considering a 6m car length, a stress of 81% with 69 spare spaces within the survey area. Considering the parking aspects overall, there will be an uplift of 9 new units, so there is the potential for additional parking demands compared to present. However, taking into account there will be cycle parking to meet London Plan standards provided for residents and visitors, a travel plan, and there are shops, services and local facilities within walkable distances, along with public transport services, it is not expected any adverse parking impacts will arise. The development will also be formally designated as permit/car free as well preventing parking by occupiers/residents within CPZ operational hours which will act as a deterrent to car ownership. Transportation also requires that a car club facility be provided which will act as a further mitigation measure in relation to future additional parking demands. With the above measures and maintenance of the existing number of HfH parking bays, it is considered that the development as proposed will be acceptable with respect to parking considerations. <u>Car club provision</u> As commented above, transportation require that the applicant provide a car club facility for the new units in the development. There are two existing car club bays within a short walking distance of the site, and the applicant should consult with a car club operator to obtain their written recommendations for provision of a car club facility for the development. It is expected that this will include the funding of memberships for each household for a period of 3 years plus a £50 driving credit for each residence. <u>Cycle parking</u> To meet London Plan numerical requirements for the provision of cycle parking, 86 long stay and 3 short stay/visitor spaces are required. The applicant has also proposed the provision of two bike hangers to be located off Turner Avenue, which is welcomed. The applicant is proposing an internal cycle store for each block, and the proposed provision for each store matches the numerical requirements of reach block. There is a mix of Sheffield Stands and wall mounted vertical cycle stands, and there are facilities	

Stakeholder	Question/Comment	Response
	included for larger cycles. Whilst it appears that there is sufficient space to comfortably accommodate the required cycle parking the applicant will need to provide full dimensional details to confirm this and demonstrate that the manufacturer's installation specifications can be met with regards to spacing, room height and manoeuvring space and the also demonstrate adherence to TfL's London Cycle Design standards. This information can be covered by a pre commencement condition. The same information will be required (and can be covered with the same condition) with respect to short stay/visitor cycle parking and the bike hanger cycle parking facility proposed for exiting residents, to be located off Turney Avenue north of the site. <u>Delivery and servicing arrangements</u> The TA details that the additional delivery and servicing trips compared to present will be a very minor increase, 3 trips per day is suggested. Even if each additional residential unit generated a delivery and servicing trip per day, this would only be 9 additional service trips compared to present. With the recently demolished properties along Brunel Walk, delivery and service vehicles would generally have parked within Kirkton or Braemar Roads, with this proposed redevelopment it is envisaged delivery and service vehicles may park and dwell in a number of locations including Turner Avenue, and the parking courts servicing the estate. In any instance it is not expected that there will be any adverse impacts from a very small uplift in delivery and service trips. <u>Refuse and recycling collection arrangements</u> There are bin store locations detailed for each block (internal for A and D. external for B and C) and details of the anticipated manoeuvres and associated pull distances to be undertaken by collection lorries. Overall, these appear acceptable, they show the vehicle reversing into the parking court area accesses to make collections. It is understood that the Council's waste management team are supportive of the proposed arrangements and deem them acceptable. <u>Emergency services access</u> Included in the application are details of how fire appliances will access the new blocks, swept path plots show that they will be able to access the car parking courts and use the accesses off Turner Avenue to get within 13 to 19 metres of building entrances and dry risers. It is also noted that there will be sprinklers and a fire detection system in place as well. The emergency services will need to confirm arrangements as proposed are	

Stakeholder	Question/Comment	Response
	acceptable. <u>Travel plan</u> A draft travel plan has been included in the submission, this appears sound with respect to the proposed contents, there are no proposed mode share targets included, and there should be reference to provision of a car club facility for the new units included. The implementation of a travel plan for the normal 5 year period can be covered by condition. <u>Construction Phase</u> Given the site's location adjacent to other residential properties, it will be essential for a Construction Logistics Plan to accompany any future application. A draft document has been included in the application, and this does include some useful information. A 28 month build out is detailed, and it is intended to build the development in two phases (east side and west side) with the new access arrangements to be in place prior to the main build. In order to do this the applicant will need to formalise Highway changes to stop up and/or alter the public highway arrangements currently in place and it is understood the applicant has commenced discussions to progress this. The draft CLP also references the use of a slot booking system for ensuring construction vehicle arrivals and departures are managed and avoid the AM and PM peak periods, and do not wait on the public highway. All materials will be stored within the site, and accredited banksmen will oversee all vehicle arrivals, manoeuvring and departures. If consented a pre commencement condition will be required for a fully detailed CLP, which will be based on the draft document submitted with the application. <u>Summary</u> This application is for provision of 45 new social housing residential units to the southern side of the Turner Estate, at the location of the now demolished temporary housing that was previously located on Brunel Walk. Compared to previous arrangements there is a net uplift of 9 residential units. This is proposed as a car free development, and it also retains the same quantum of car parking as at present. A Transport Assessment accompanies this application, and this examines the main transportation aspects of the proposal.	

Stakeholder	Question/Comment	Response
	With respect to parking, there is only a small uplift in the number of units and the quantum of parking remains as existing. The new units will be formally designed as permit free and unable to obtain CPZ permits nor Homes for Haringey permits for the parking courts. As there will be high quality cycle parking provided, and a travel plan in place, a car club facility should also be provided, and given there are local shops, services and public transport facilities within a short walk it is not expected there will be any parking issues generated by the additional units. Arrangements for deliveries and servicing and waste/recycling collections are satisfactory, and subject to confirmation from the blue light services, arrangements for emergency services access appears fine. There will be physical changes and/or stopping up of the public highway for the accesses to the parking courts off Turner Avenue and the optimum arrangements for this will need to be agreed and progressed with the Highway Authority. Subject to a number of conditions and provision of appropriate contributions, transportation are supportive of this application; <u>Suggested Conditions</u> Cycle parking details Travel plan Construction logistics Plan <u>Transport contributions</u> Formalise car free/permit free status (£4000 cost) Car club facility	
Waste management team	<u>Comments dated 17 October 2022</u> 1. The turner avenue site, for the number of blocks it seems to only have one refuse chamber, no mention of bulk storage facility's as far as I can see,	Comments noted

Stakeholder	Question/Comment	Response
	2. There is no mention of Estate Services staff welfare facilities for this site <u>Comments dated 24 October 2022</u> I've looked at the proposals and my initial comments are that the refuse capacity outlined in the DAS is slightly lower than what we would expect, so bin numbers should be rounded up rather than down. My calculations for the new development estimate that there should be at least: - 8 x 1,100 litres refuse eurobins - 5 x 1,100 litres recycling eurobins - 6 x 140 litres food waste wheelie bins There was also reference in the DAS, of using the existing chute facilities but I wasn't clear about how that capacity was apportioned to the new development and whether that offset's some of the container calculations. The drag distances of bins from the bin store to the point of collection should not exceed 10m but Block A shows a 15m distance. This should be reviewed and the developers may also find it useful to consider space in the domestic bin store for bulky waste. <u>Comments dated 25 October 2022</u> Based on the additional details y provided you've addressed the concerns I raised and I don't have any other comments to add.	
Building Control	I have received amendments for this planning application. Aside from requesting the minor addition of a Fire appliance location for Block A and its dimension from the riser inlet, it is felt that the scheme satisfies the requirement for the Planning consultation.	Comment noted
Arboricultural Officer	The submitted details satisfies my raised queries below: • Net gain of proposed tree planting to what is removed (shown by any of the following- canopy net gain in hectares, number of trees felled and proposed number planted, CAVAT, or iTree)	Comments noted. Conditions included

Stakeholder	Question/Comment	Response
	- Planting tree species list showing good interest, diversity, and urban fitness. Specification and any planned impact trees - An on board Arboriculturist to completion - A five-year aftercare and replacement plan to establish independence in the landscape The only outstanding query is: - Given percentage for the encroachment into the RPAs of G01, T08, T011, T017 & T020 However, going over the report, I can see these are for mainly adjacent neighbouring trees. These are low quality category C, with only T020 Sycamore 14m H being slightly affected on site. I am satisfied after reviewing again the measures to mitigate within the RPAs of these trees.	
Flood & Water Management Lead	Having reviewed applicant's recently submitted : - Below Ground Drainage Strategy document reference number Ref. 2821-MHT-CV-RP-00202, Issue P06 dated 7th December 2022 along with all the attached appendices (A to G) as prepared by Meinhardt Consultant Along with previously submitted document : - Below Ground Drainage Strategy document reference number Ref. 2821-MHT-CV-RP-00202, Issue P05 dated 9th September 2022 along with all the attached appendices as prepared by Meinhardt Consultant - Flood Risk Assessment report reference number 2844-MHT-CV-RP-001, Issue P05 dated 9th September 2022 along with all the attached appendices as prepared by Meinhardt Consultant We have no further comments to make on the above planning application. We are	Comments noted

Stakeholder	Question/Comment	Response												
	therefore content that if the application site is to be constructed as per the attached Flood Risk Assessment / Below Ground Drainage Strategy and management and maintenance plan, the impact of surface water drainage will be addressed adequately													
Carbon Team	In preparing this consultation response, we have reviewed: • Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022) • Sustainability Statement prepared by Meinhardt (dated 5 October 2022) • Relevant supporting documents. 1. Summary The development achieves a reduction of 101% carbon dioxide emissions on site, which is supported in principle. However, the heating and overheating strategies are not currently acceptable and will need to be re-submitted and resolved as part of a pre-commencement planning conditions. A set of planning conditions have been recommended to ensure that this development meets the necessary requirements for a good, low-carbon proposal. Overall, it is considered that the application can be supported subject to securing the list of planning conditions. 2. Energy – Overall Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2. The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 101% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 49.7 tonnes of CO₂ from a baseline of 49.1 tCO₂/year. <table><tr><th colspan="4">Residential (SAP10 emission factors)</th></tr><tr><td></td><td>Total regulated emissions (Tonnes CO₂ /</td><td>CO₂ savings (Tonnes CO₂ / year)</td><td>Percentage savings (%)</td></tr><tr><td></td><td></td><td></td><td></td></tr></table>	Residential (SAP10 emission factors)					Total regulated emissions (Tonnes CO ₂ /	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)					Comments noted. Conditions and legal agreement Clauses included
Residential (SAP10 emission factors)														
	Total regulated emissions (Tonnes CO ₂ /	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)											

Stakeholder	Question/Comment				Response																				
		year)																							
	Part L 2013 baseline	49.1																							
	Be Lean	38.1	11	22.5%																					
	Be Clean	38.1	0	0%																					
	Be Green	-0.6	38.7	78.7%																					
	Cumulative savings		49.7	101.2%																					
	Carbon shortfall to offset (tCO ₂)	N/A																							
	Energy – Lean																								
	The applicant has proposed a saving of 10 tCO ₂ in carbon emissions (17.8%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% set in London Plan Policy SI2, so this is supported.																								
	The following u-values, g-values and air tightness are proposed:																								
	<table><tr><td>Floor u-value</td><td>0.10 W/m²K</td></tr><tr><td>External wall u-value</td><td>0.15 W/m²K</td></tr><tr><td>Roof u-value</td><td>0.10 W/m²K</td></tr><tr><td>Window u-value</td><td>1.30 W/m²K</td></tr><tr><td>G-value</td><td>0.40</td></tr><tr><td>Air permeability rate</td><td>2 m³/hm² @ 50Pa</td></tr><tr><td>Ventilation strategy</td><td>Mechanical ventilation with heat recovery (MVHR 90% efficiency; 0.5 W/l/s Specific Fan Power) Natural ventilation</td></tr><tr><td>Thermal bridging</td><td>TBC</td></tr><tr><td>Low energy lighting</td><td>100%</td></tr><tr><td>Heating system (Be Lean only)</td><td>93.5% gas boilers</td></tr><tr><td>Improvement from the target fabric energy efficiency (TFEE)</td><td>0.5% improvement</td></tr></table>					Floor u-value	0.10 W/m²K	External wall u-value	0.15 W/m²K	Roof u-value	0.10 W/m²K	Window u-value	1.30 W/m²K	G-value	0.40	Air permeability rate	2 m³/hm² @ 50Pa	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 90% efficiency; 0.5 W/l/s Specific Fan Power) Natural ventilation	Thermal bridging	TBC	Low energy lighting	100%	Heating system (Be Lean only)	93.5% gas boilers
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Improvement from the target fabric energy efficiency (TFEE)	0.5% improvement																								
<u>Actions:</u>																									
- Please explain why the DFEE improvement is only 0.5% whereas the Be Lean savings are 17.8% (SAP2012) or 22% (SAP10 carbon factors)?																									

Stakeholder	Question/Comment	Response
	- Is 93.5% the gross efficiency figure of the gas boiler, are they individual or communal boilers? - Provide the average space heating requirement in kWh/m²/year. New dwellings should aim for the 15-20 kWh/m²/year target. Overheating is dealt with in more detail below. Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs. An ambient loop ASHP system has been proposed, which is not acceptable as it is not compatible with a future DEN connection. The correspondence included in the appendix only shows the early part of the discussion and omits the clarification of the policy position once it was clarified it was an ambient loop system. Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4. The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 38.7 tCO₂ (78%) reduction of emissions are proposed under Be Green measures. The solar array peak output would be 82.5 kWp, which is estimated to produce around 66,581 kWh/year of renewable electricity per year, equivalent to a reduction of 15.5 tCO₂/year. The array of 21.6% efficient panels would be mounted on a roof area of 381 m².	

Stakeholder	Question/Comment	Response
	An 'ambient loop' ASHP system is proposed: centralised air-to-water (SCOP 3.2 and ESEER 3.98) and water-to-water (COP of 4.3 for 4kW and 4.1 for 6kW). This is designed at 25 degrees, with a water-to-water heat pump by apartment to uplift the central loop to 55 degrees to provide hot water and heating to the dwellings for 100% of demand. <u>Actions:</u> - An ambient loop system has been proposed, which is not acceptable in terms of its incompatibility with a future DEN connection. It also appears to allow for cooling, which the overheating assessment has currently demonstrated is not required. - How will the solar energy be used on site (before surplus is exported onto the grid)? - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. Energy – Be Seen London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies. London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 7.2 tCO₂ (baseline), and reduced to 6.4 tCO₂ (12.9%). The applicant should install metering equipment on site, with sub-metering by dwelling. - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform)	

Stakeholder	Question/Comment	Response																																				
	3. Carbon Offset Contribution No carbon shortfall remains currently, as this development is zero carbon in regulated on-site emissions. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years if the development does not meet the zero carbon target. 4. Overheating London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy. In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report is not clear on how many habitable rooms or dwellings have been modelled, without manually counting. No corridors were modelled. The London Heathrow weather files were used, which are not the correct files. Results are listed in the table below. <table><tr><th>London Heathrow</th><th>TM59 – criterion A (<3% hours of overheating)</th><th>TM59 – criterion B hours >26°C (pass <33 hours)</th><th>Number of habitable rooms pass TM59</th><th>Number of corridors pass</th></tr><tr><td>DSY1 2020s</td><td>100%</td><td>100%</td><td>100%</td><td rowspan="9">None modelled</td></tr><tr><td>DSY2 2020s</td><td>100%</td><td>100%</td><td>100%</td></tr><tr><td>DSY3 2020s</td><td>86%</td><td>48%</td><td rowspan="7">Not reported in a summary table</td></tr><tr><td>DSY1 2050s</td><td>92%</td><td>47%</td></tr><tr><td>DSY2 2050s</td><td>77%</td><td>2%</td></tr><tr><td>DSY3 2050s</td><td>64%</td><td>0%</td></tr><tr><td>DSY1 2080s</td><td>59%</td><td>0%</td></tr><tr><td>DSY2 2080s</td><td>47%</td><td>0%</td></tr><tr><td>DSY3 2080s</td><td>27%</td><td>0%</td></tr></table> All rooms pass the overheating requirements for 2020s DSY1, however, the dwellings were modelled under the wrong weather file so they will need to be remodelled. The	London Heathrow	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <33 hours)	Number of habitable rooms pass TM59	Number of corridors pass	DSY1 2020s	100%	100%	100%	None modelled	DSY2 2020s	100%	100%	100%	DSY3 2020s	86%	48%	Not reported in a summary table	DSY1 2050s	92%	47%	DSY2 2050s	77%	2%	DSY3 2050s	64%	0%	DSY1 2080s	59%	0%	DSY2 2080s	47%	0%	DSY3 2080s	27%	0%	
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DSY3 2080s	27%	0%																																				

Stakeholder	Question/Comment	Response
	following measures were assumed for this model: - Natural ventilation, with openable areas of 30% for side-hung windows (to pass the modelling) - Glazing g-value of 0.4 - External vertical side fins to the west façade and horizontal brise soleil on southern façade - MVHR with summer bypass and boost mode (19 l/s) - No active cooling The submitted overheating strategy is not considered acceptable. <u>Overheating Actions:</u> - Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect. This is in line with the pre-application advice sent. - Confirm that, although the dwellings have been modelled with partially open windows to reduce noise levels, occupants will be able to open their windows fully if they choose to. - No future mitigation measures have been proposed, apart from occupant adaptation measures. What measures can be implemented to reduce overheating risk in the future, and demonstrate how this will improve the overheating results? - Please include images indicating which sample dwellings were modelled and floorplans showing the modelled internal layout of dwellings - No reference has been made to secure by design measures that will ensure that any accessible windows or doors relying on natural ventilation can meet Building Regulations Part O. - Reference was made in the report to the noise report with units that are limited by noise constraints, however, no further information could be found in either the Noise Report or the Overheating Report. - No corridors have been modelled; which is not in line with TM59. 5. Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the	

Stakeholder	Question/Comment	Response
	scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions, whole life carbon, and landscape design. <i>Urban Greening / Biodiversity</i> All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff. Extensive public realm and landscape improvements to the wider Turner Avenue Estate are proposed as part of the scheme, with new pocket parks and enhancement of quality amenity space and biodiversity. This is supported. The development achieves an Urban Greening Factor of 0.65, far exceeding the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5. The Biodiversity Net Gain calculation shows a net gain of 23.32%, which is above the 10% requirement as set out in the Environment Act 2021. <i>Living roofs</i> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.	

Stakeholder	Question/Comment	Response																
	Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition. Whole Life-Cycle Carbon Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however, WLC calculations have been done anyway which is supported. The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at: <table><tr><th></th><th>Estimated carbon emissions</th><th>GLA benchmark</th><th>Embodied carbon rating (Industry-wide)</th></tr><tr><td>Product & Construction Stages Modules A1-A5 (excl. sequestration) –</td><td>433 kgCO₂e/m²</td><td>Meets GLA benchmark (<850 kgCO₂e/m²) but not the aspirational target (<400 kgCO₂e/m²).</td><td>Modules A1-A5 achieve a band rating of ‘C’, meeting the LETI 2020 Design Target.</td></tr><tr><td>Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)</td><td>314 kgCO₂e/m²</td><td>Meets GLA target (<350 kgCO₂e/m²) but not the aspirational benchmark (<300 kgCO₂e/m²).</td><td></td></tr><tr><td>Modules A-C (excl B6, B7 and incl. sequestration)</td><td>747 kgCO₂e/m²</td><td>Meets GLA target (<1200 kgCO₂e/m²) and the aspirational benchmark (<800 kgCO₂e/m²).</td><td></td></tr></table> Circular Economy Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.		Estimated carbon emissions	GLA benchmark	Embodied carbon rating (Industry-wide)	Product & Construction Stages Modules A1-A5 (excl. sequestration) –	433 kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) but not the aspirational target (<400 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of ‘C’, meeting the LETI 2020 Design Target.	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	314 kgCO ₂ e/m ²	Meets GLA target (<350 kgCO ₂ e/m ²) but not the aspirational benchmark (<300 kgCO ₂ e/m ²).		Modules A-C (excl B6, B7 and incl. sequestration)	747 kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).		
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Modules A-C (excl B6, B7 and incl. sequestration)	747 kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).																

Stakeholder	Question/Comment	Response
	This application is not required to submit a full statement. 6. Planning Obligations Heads of Terms - Carbon offset contribution (and associated obligations) based on £2,850 per tonne of carbon emissions 7. Planning Conditions To be secured: <u>Energy strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 82.5 kWp solar photovoltaic (PV) array.</i> <i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Resubmission of the heating strategy, compatible with a future DEN connection;</i> - <i>Confirmation of the necessary fabric efficiencies, and space heating demand, to achieve a minimum 18% reduction with SAP2012 carbon factors</i> - <i>Details to reduce thermal bridging;</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with</i>	

Stakeholder	Question/Comment	Response
	<i>the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);</i> - <i>Confirmation of how the solar PV electricity generation will be used on site;</i> - <i>A metering strategy.</i> <i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i> <i>(b) The solar PV arrays and air source heat pump system must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.</i> <i>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i> <i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i> <i>Energy Plan</i> <i><u>Sustainability Review</u></i> <i>Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council</i>	

Stakeholder	Question/Comment	Response
	<i>policies which:</i> <i>explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;</i> <i>explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;</i> <i>calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;</i> <i>provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and</i> <i>such other information reasonably requested by the Council.</i> <i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i> <u><i>Be Seen</i></u> <i>(a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.</i> <i>(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.</i> <i>(c) Within one year of first occupation, evidence shall be submitted to and approved by</i>	

Stakeholder	Question/Comment	Response
	<i>the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i> <i>(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).</i> <i>All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.</i> <i>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</i> <i><u>Future DEN connection</u></i> <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i> <i>• Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning</i>	

Stakeholder	Question/Comment	Response
	<i>including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i> • <i>Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> • <i>Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i> • <i>A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i> • <i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i> • <i>Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> • <i>Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i> • <i>Details of a future pipework route from the temporary boiler location to the plant room.</i> <i>Reason: To ensure the development reduces its impact on climate change by reducing</i>	

Stakeholder	Question/Comment	Response
	<i>carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i> <u>Overheating</u> <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022).</i> <i>This report shall include:</i> - <i>Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 for 2050s and 2080s, high emissions, 50% percentile;</i> - <i>Additional sample modelling of the corridors;</i> - <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> - <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Annotated floorplans showing which spaces/dwellings have been modelled;</i> - <i>Summary tables of the modelling results.</i> <i>The development must be built in accordance with the approved overheating measures prior to the first occupation of the development and retained thereafter for the lifetime of the development.</i> <i>REASON: In the interest of reducing the impacts of climate change, to enable the Local</i>	

Stakeholder	Question/Comment	Response
	<i>Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i> <u><i>Living roofs</i></u> <i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> <i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i> <i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i> <i>vii) Management and maintenance plan, including frequency of watering arrangements.</i> <i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i>	

Stakeholder	Question/Comment	Response
	<i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i> <u><i>Biodiversity</i></u> <i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i> <i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i> <i>Development shall accord with the details as approved and retained for the lifetime of the development.</i> <i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i>	
Design Officer	No objection	Comment noted

Stakeholder	Question/Comment	Response
Conservation Officer	The proposed development will be erected to the south of Clyde Circus Conservation Area, on a site lying further to the south of a group of four storey high apartment blocks that already characterise the townscape along West Green Road and Turner Road. The existing apartment blocks define the townscape and urban character of the immediate southern setting of the Conservation Area along the south side of West Green Road. This established urban setting, although disjoined from the urban and architectural qualities of the conservation area, do not impinge on its legibility and appreciation and can be considered as a neutral setting. The proposed buildings and related landscape design would retain and successfully complement the proportions, height and character of the existing development located to the immediate south of the conservation area and will enhance the urban quality and character of this residential area without affecting the southern views across and out of the Clyde Circus Conservation Area, The proposed development would have a positive impact on the urban quality of the immediate surroundings of the Conservation Area and would not lead to any harm to the legibility, appreciation and significance of the conservation area.	Comment noted

Stakeholder	Question/Comment	Response
Public Health	Introduction Things that influence our health are multiple and complex but most lie outside the health and social care system. It is estimated that socio-economic and physical environments determine 60% of health outcomes¹. Focusing on these determinants of health is essential for improving population health and wellbeing and reducing inequalities. The National Planning Policy Framework requires planning decisions to “enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs”². Public Health have reviewed the above planning application and development proposals of this scale need to consider impacts on health and wellbeing of residents. This document will comment on the potential impacts of development on the social, psychological and physical health of individuals and communities. The redevelopment of Brunel Walk, Haringey, London, N15 5HQ will deliver 45 new Council rent homes and the provision of associated amenity space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. It will also re-configure and enhance existing parking and outdoor communal areas and play spaces on the Turner Avenue Estate. We will apply some of the themes highlighted in the London Healthy Urban Development Unit Rapid Health Impact Assessment (HIA) tool. The Health in All Policies team, part of Public Health, have participated in pre-applications and discussions with key officers throughout and have noticed significant improvements to the site offer in this time. Summary of comments 1. Housing quality and design All designs reach national and Greater London Authority spaces standards for new accommodation, creating sizeable homes with private amenity spaces for our residents to live in. All wheelchair accessible units are situated on the ground floor ensuring fully accessible. 2. Access to open space and nature The site looks to enhance open space, landscaping and outlooks benefitting both	Comments noted

Stakeholder	Question/Comment	Response
	existing and future residents, encouraging more use and enjoyment. The site exceeds the urban greening factor target of 0.4 to reach 0.65 and delivers a biodiversity net gain of 23.3% (higher than the required 10% from the Environment Act 2021). It is great to see so much inclusion of natural play-on-the-way opportunities will support local children's development, an important role in developing self-esteem, confidence, and physical activity. There are opportunities of play for all ages throughout the site, showing no age group has not been considered. Something that will hopefully be considered through more co-production with residents is the inclusion of food growing opportunities, whether this would be supported or reach needs of local people. 3. Accessibility and active travel The proposal aims to achieve a more pedestrian focused environment and looks to promote cycling and walking as a sustainable option, connecting routes to wider networks and clear pathways throughout the site. This is shown through the inclusion of cycle storage, larger cycle spaces also, and clear path lines – this is encouraging to see to encourage our residents to choose more active travel options and for achieving our wider sustainability goals. The whole site is wheelchair accessible. 4. Crime reduction and community safety The landscape strategy incorporates Secured by Design principles for the public realm, identifying existing issues that need to be tackled. This is achieved by introducing well-lit pedestrian links, removing blind corners, adding buffer planting to give more privacy, and controlled accessed for residents only throughout the site. Furthermore, the site seeks gold standard accreditation for the use of Secured by Design principles making the utmost effort to ensure our residents feel safe and happy in their homes and local area. 5. Climate change It is clear extensive work has undergone to ensure the development will be as sustainable and climate friendly as possible. Including the target of achieving net zero operational and an aim to minimise damage to the environment, and new construction methods to be	

Stakeholder	Question/Comment	Response
	used to cause minimal disruptions to residents. The focus on sustainability (green roofs, solar panels, and more) will hopefully keep living costs for our residents at a lower price – an important consideration with cost of living and fuel poverty rates increasing. Conclusion We are in support of this application that provides much needed Council rent homes and improved public realm for our Haringey residents. The improved green spaces (with increased urban greening factor and biodiversity) and play opportunities, can be enjoyed by existing and new residents supporting social cohesion and recreation. Existing concerns around antisocial behaviour and safety have been addressed in the proposal. The application reflects on important health implications such as overheating, air quality and noise pollution, mitigating against all. Although it is inevitable that development may cause some disturbance the plans consider the potential disruption with aims to alleviate as much as possible. The overall improvement to this site is welcomed and will hopefully instil pride to new and existing residents of their estate.	
EXTERNAL		
Thames Water	Waste Comments The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or	Comments noted. Condition/Informative included

Stakeholder	Question/Comment	Response
	other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section. With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage.	

Stakeholder	Question/Comment	Response
	We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Water Comments The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-positionstatements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.	
Secure By Design	With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.	Comments noted. Conditions/Informative included

Stakeholder	Question/Comment	Response
	It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1). We have met with the project Architects to discuss Crime Prevention and Secured by Design at both feasibility and pre-application stage and have discussed our concerns around the design and layout of the development. The Architects have made mention in the Design and Access Statement referencing design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs to ensure that the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects ensure the ongoing dialogue with our department and this continues throughout the design and build process. This can be achieved by the following Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to. Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions: A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of	

Stakeholder	Question/Comment	Response
	above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details. B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained. <u>Informative:</u> The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind. Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.	

Stakeholder	Question/Comment	Response
Environment Agency	You should be aware we are not providing any site-specific comments as this site does not fall within our Ground Water and Contaminated Land team's risk bar.	Comment noted
Transport for London	TfL accept the applicant's response and have no further comment to make with regards to this application.	Comment noted
NEIGHBOURING PROPERTIES	Design - Concerns with the height - Harmful development - Design out of character with the area - Changes to skyline Impact on neighbours - Impact on amenity - Overlooking/loss of privacy to Seaford Road properties - Overbearing impact on existing residents - Overshadowing/Loss of light - Concerns with the daylight/sunlight report submitted - The existing trees do not provide adequate screening - Concerns with the daylight/sunlight analysis	Officers consider the proposal to be of a compatible and appropriate scale to the context. The proposed flat roof from would result in a height and massing of buildings that are sympathetic with adjacent buildings and streetscape. The proposal is not considered to result in an unacceptable impact on local amenity – covered in the report Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking– covered in the report Balconies are carefully positioned and face east and west and incorporate privacy screens to avoid direct overlooking of these properties. Angled bay windows to

Stakeholder	Question/Comment	Response
	Parking, Transport and Highways - Parking congestion - Concerns with the access point of block A - Separate cycle access must be retained through the garden - A dedicated cycle path should be provided - Access issues	habitable rooms have been introduced on the rear elevations of the proposed buildings, again to prevent direct overlooking New and replacement trees will be planted along the rear boundary to provide some screening and further mitigate the impact on neighbours. Overshadowing/Loss of light – the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties The Transportation Officer has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions/S106 being imposed The Council's Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit The Council's Transportation team are satisfied with access and cycle provision A travel plan will ensure the cycle

Stakeholder	Question/Comment	Response
	Environment and Public Health - Noise and disturbance from during the construction phase - How will anti social behaviour be managed - Very little notice was given on the demolition of the existing building - Noise pollution from communal amenity space and private balconies	Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition The proposed development enhances security through the design and layout of the building. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme A Prior Approval application for the demolition of the existing buildings on site was approved under planning reference HGY/2022/1379. The application was publicised by way of site notices displayed in the vicinity of the site The increase in noise from occupants of the proposed dwellings would not be significant to existing residents given the current existing use of the site and

Stakeholder	Question/Comment	Response
	- No equality analysis has been carried on this planning application especially if the garden is opened up it will attract strangers and will be even more threatening and physically dangerous for women, children, elderly and the disabled - Impact on quality of life - Concern the greenspace will be used by residents - Loss of trees - The development should go further with sustainability measures - The distinctive metalwork in the garden should be respected and retained and any new metal work should harmonise with the existing design Others - Previous concerns raised during the engagement exercise have not been addressed	the current urbanised nature of the surroundings. Public Health are satisfied the improved green spaces (with increased urban greening factor and biodiversity) and play opportunities, can be enjoyed by existing and new residents supporting social cohesion and recreation. The Designing Out Crime Officer of the Metropolitan Police and have not raised any objections to the proposal. The Council's Climate Change Officer supports the proposed development subject to conditions. As such, the application is considered acceptable in terms of its sustainability Sixty-eight new semi-mature trees will be planted. Therefore, there will be a net increase of 47 trees on site. The applicant has confirmed that they are seeking to enhance the public 'garden' and realm on Braemar Road and work with local residents to ensure an appropriate landscaping treatment is delivered including the metalwork.

Stakeholder	Question/Comment	Response
		The design and access statement sets out how the concerns raised during the engagement exercised were adequately addressed

Appendix 4 – QRP reports

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Haringey Quality Review Panel

Report of Formal Review Meeting: Brunel Walk and Turner Avenue

Wednesday 15 September 2021
Zoom video conference

Panel

Peter Studdert (chair)
Marie Burns
Leo Hammond
Tim Pitman
Wen Quek

Attendees

Valerie Okeiyi	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Miranda Stuart	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Deborah Denner	Frame Projects

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Report of Formal Review Meeting
15 September 2021
HQRP115_ Brunel Walk and Turner Avenue

1. Project name and site address

Brunel Walk and Turner Avenue Estate, London, N15 5HQ

2. Presenting team

Bruno Bridge	London Borough of Haringey
Ishen Stewart-Dowding	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Colin Merifield	KC+A Architects
Kiran Curtis	KC+A Architects
Maria Boyer	KC+A Architects
Emma Currens	Madlins LLP
Abi Grant	OOBE Landscape Architects

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is in the east of the borough; the Turner Avenue Estate is on the south side of West Green Road, and the Brunel Walk Estate lies immediately to the south of that. Access to Brunel Walk is from Kirkton Road to its east, at the junction of Braemar Road and Lomond Close. To the west of Turner Avenue runs Elmar Road. The existing 1970s buildings occupying Brunel Walk are one to two-and-a-half storeys in height, and currently house 36 temporary accommodation one-bedroom units, which will be demolished. Turner Avenue contains four three- and four storey 1950s blocks, which will be retained. There is no existing connection between the two estates, which are separated by fences and concrete walls. The alleyway access to Brunel Walk has little or no natural surveillance. The site has a public transport accessibility level rating of 4. Seven Sisters underground and rail station is within easy walking distance (eight minutes' walk of the site). There are bus services on West Green Road to the north. The site lies close to the Clyde Circus Conservation Area to the north, which includes the Locally Listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is designated as SS3 'Brunel Walk and Turner Avenue' in the Tottenham Area Action Plan 2017, where there is a potential master-planned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.

The current proposal is for the redevelopment of Brunel Walk and some of the space between the buildings of Turner Avenue. The proposed development would include

Report of Formal Review Meeting
15 September 2021
HQR115_ Brunel Walk and Turner Avenue



38 flats (seven one-bedroom, 14 two-bedroom, 17 three-bedroom), four three-bedroom maisonettes, and two four-bedroom houses across four buildings, with associated amenity space, cycle and refuse / recycling stores and a reconfiguration and enhancement of the existing parking area, public realm, play space and landscaping of the Turner Avenue Estate. Officers seek the panel's views on the design and massing of the proposals, in addition to the relationship between the proposed and existing buildings on site and nearby, in terms of privacy, overlooking and noise disturbance.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for Brunel Walk and Turner Avenue. The site is very challenging, reflecting very piecemeal development, with two estates, a railway line and terraced housing. The panel welcomes the approach that seeks to undertake a 'repair' of some of the issues and sees the project as a major opportunity to improve the quality of the immediate area. The panel feels that the project team has made a good start, and it welcomes the work that has gone into the process so far. It applauds the consultation that has informed the design development to date, and would support continued engagement, especially with residents of Seaford Road. It considers that the scale and layout are promising in broad terms, but it would encourage a further evaluation and iteration of some of the scale relationships to adjacent buildings, the articulation of the massing, and privacy, amenity and aspect issues. As design work continues, further consideration should be given to the permeability of the development and the nature of the new amenity spaces, and to the configuration of Building D and the linear mews. Scope also remains for refinement of the scheme's architectural expression. Further details on the panel's views are provided below.

Massing, development density and development approach

- It is clear that the proposals are the result of a design rationale that seeks to respond in a sensitive way to the scale of the existing context. While the scale and massing of the proposals seem broadly acceptable, the panel has some concerns about the scale relationships with neighbouring buildings. It would encourage a further evaluation and iteration of design, to consider these scale relationships at greater depth, which should also include overshadowing and daylight / sunlight impacts.
- The articulation and moderation of massing in terms of the Heat Loss Form Factor – the efficiency of the surface area of the thermal envelope in terms of the floor area – should also be considered, to ensure a careful balance is achieved between urban design principles and sustainable and energy efficient design.



- At a detailed level, the panel questions the inclusion of louvres at the upper storeys of the southern elevation of the new blocks. It thinks that if the problem is actually one of scale, then the removal of the top storey at the rear elevation of the buildings (from four storeys to three storeys) may be a more appropriate solution.
- As there is 18m between the rear of the new development and the rear of the adjacent terraces on Seaford Road, the louvres could be removed to allow the new development more access to the southerly aspect.
- The panel thinks that if the current form / layout of the scheme is retained then there is a need for greater engagement with the Seaford Road residents.

Place-making, public realm and landscape design

- A design response to antisocial behaviour and crime – exacerbated by the nature of the alleyway through the site – needs to inform the scheme as it evolves. Options for reducing the permeability of the scheme – by reducing or removing the through routes – should be considered.
- This would also allow further opportunities to allocate each green space to a separate block as a secure communal amenity space, as the panel feels that the proposed open areas separating the new blocks may be vulnerable to antisocial behaviour, as they are currently shown.
- Additional community consultation to explore the options for reducing permeability and enhancing security would be beneficial.
- The panel would like more information about the proposed management arrangements for the landscaped areas.

Scheme layout, access and integration

- The panel welcomes the positive relationship that Buildings B and C have with the landscape and feels that Building D successfully brings active frontage to the entrance of the development.
- It would encourage the project team to step back from the design work and spend some time reviewing how successfully the current footprint relates to adjacent housing, in terms of privacy and outlook: there may be an opportunity to revisit some aspects of the layout to improve the overall quality of the scheme.
- Further analysis of the relationships between the front and backs of the buildings – both existing and proposed – would be helpful. The new development should seek to rationalise the configuration, with back gardens against back gardens and building frontages addressing other building

Report of Formal Review Meeting
15 September 2021
HQR115_Brunel Walk and Turner Avenue



frontages. While this is successful in some parts of the new development, it is less so in others.

- The external balconies on Buildings B and C are located very close to the existing blocks and the panel is concerned that these balconies may allow direct views at quite close range into what may be bedrooms within existing blocks. It would be very helpful to establish the floor plans of the existing blocks so that privacy and amenity conflicts like these can be avoided.
- Building A at the west of the site is configured differently to the other blocks; the panel notes that it is very close to both a gable wall and a boundary wall. As design work continues, careful consideration of the aspect, outlook and landscape of Building A would be welcome.
- The panel also has concerns about the nature of the outlook of the linear mews houses adjacent to Building D. Alternative typologies for these dwellings could be considered, such as providing terraces and roof gardens within the overall footprint, to allow the building line of the main frontage to move away from the gable end of the existing terrace of houses to the north. Examples of this typology include housing by Alison Brooks Architects.
- A further option to explore could be the reconfiguration of Building D and the linear mews to orientate to the east and west, rather than to the north and south.

Architectural expression

- The panel welcomes the contextual analysis that has begun to inform the evolving architectural expression of the proposals. It feels that further development of the elevational treatment of the buildings is required, to enhance the level of interest, particularly within the important northern elevations of Buildings B and C.
- It would also encourage the project team to revisit how the main entrance sits within the elevation of Building B. The current arrangement, with the front door located in the left-hand bay, appears unresolved.
- The articulation of the entrances across the new development, which are recessed and lined with a darker brick, is in contrast with the much more positive relationship to the street of the bin stores, which are brought forward from the main plane of the elevations. Further work to delineate and celebrate the entrances would be welcomed, perhaps drawing on the example of the entrances within Peabody Housing Association mansion blocks, where the entrances are in a bay that pushes forward and are under the tallest section of roof.



- The current proposals for Building D (sitting at the junction of Braemar Road, Kirkton Road and Lomond Close) seem a little generic in comparison to the late Victorian / Edwardian residential architecture adjacent, and its built form would benefit from further consideration.
- The prevailing materiality of the adjacent streets is typically warm red brick and contrasting brick and stucco. Building D could reflect the richness of the materiality on the adjacent streets to a greater extent, in terms of tones and contrast.
- The panel understands that the windows have been designed 'from the outside' as a part of the elevational composition. It would encourage further consideration of the windows from inside, in terms of how they contribute to the liveability of the accommodation. Inclusion of wider, shorter windows would improve levels of daylight within the dwellings, alongside enhanced privacy, and easier cleaning, while reducing overheating.

Inclusive and sustainable design

- The panel would encourage the project team to consider the provision of lifts within blocks to ensure that the development is inclusive and suitable for residents at different life stages and with different mobility needs. If it is not possible to provide lifts at the outset then stairs should be carefully designed, with generous width and manageable risers; scope for possible future adaptation should also be considered.
- The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later; proposals should demonstrate how they comply with these targets.

Next steps

- As design work continues, the panel highlights a number of action points for consideration by the design team, in consultation with Haringey officers. It would be happy to consider the scheme at a further Chair's Review, if required.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability.



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Haringey Quality Review Panel

Report of Chair's Review: Brunel Walk and Turner Avenue

Wednesday 20 April 2022

Clockwise, Greenside House, 50 Station Road, London N22 7DE. Room 5M1

Panel

Peter Studdert (chair)

Marie Burns

Attendees

Suzanne Kimman	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Joe Brennan	Frame Projects
Kate Trant	Frame Projects

Apologies / report copied to

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okelyi	London Borough of Haringey
Chris Smith	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey

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Report of Haringey Quality Review Panel
20 April 2022
HGRP115_ Brunel Walk and Turner Avenue

1. Project name and site address

Brunel Walk and Turner Avenue Estate, London, N15 5HQ

2. Presenting team

Bruno Bridge	Senior Housing Project Manager, Haringey Council
Martin Cowie	Planning Advisor, Haringey Council
Geertje Kreuziger	Design and Technical Lead, Haringey Council
Ishen Stewart-Dowding	Housing Project Manager, Haringey Council
Kiran Curtis	KC+A architects
Colin Merfield	KC+A architects
Kate Monzei	Landscape Architect, Oobe

4. Planning authority briefing

The site is located in the east of the borough. The Turner Avenue estate is on the south side of West Green Road which is a town centre just east of the site. The Brunel Walk estate is immediately south of the Turner Avenue Estate and backs onto the rear gardens of the terrace houses on Seaford Road to its south. Access to Brunel Walk is from Kirkton Road to its east, at the point where it meets Braemar Road to the south and Lomond Close to the east. To the west of Turner Avenue, Elmar Road runs west.

The existing 1970s buildings occupying Brunel Walk are 1–2.5 storeys in height, and currently house 36 temporary accommodation one-bedroom units, which are all proposed to be demolished. Turner Avenue contains four, three and four storey 1950s blocks, which will all be retained. There is no connection as existing between the two estates, which are separated by two-metre-high fences and concrete walls.

The alleyway access to Brunel Walk has little or no natural surveillance. The existing site is relatively flat, except for the eastern end where Brunel Walk starts to fall towards Kirkton Road, which in turn steps down to the south onto Braemar Road. Brunel Walk was built on the site of part of the former Palace Gates Railway Line, which also explains the change in name and level of Kirkton and Braemar Roads and impermeable boundaries between the existing estates.

The site has a public transport accessibility level of four. Seven Sisters underground and rail station is within easy walking distance (eight minutes' walk from the site). There are bus services on West Green Road to the north.

The site is close to but not within the Clyde Circus Conservation Area to the north, including the locally listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is designated as SS3 "Brunel Walk and Turner Avenue" in the Tottenham Area Action Plan (AAP) 2017 where there is a potential master planned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.



The proposal for Brunel Walk and Turner Avenue replaces the existing buildings of one-bed flats on Brunel Walk with around 45 homes comprising between one- to three-bed apartments and maisonettes across four three- and four-storey blocks. The proposal also comprises new landscaping and amenity / play spaces and enhancements to existing communal areas / play spaces serving the Turner Avenue estate. Existing parking areas will also be reconfigured, with refuse stores replaced, as part of the landscaping scheme, with this tying the new and existing developments together.

5. Quality Review Panel's views

Summary

The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.

The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its landscaping is clearly understood and agreed to, both by residents and the local authority.

The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.

These comments are expanded below.

Response to context

- The difference between public, semi-public and private space should be clearly legible, with further thought being given to the quality and detailing of fencing / walls to be used across the scheme. For example, the difference between public and private space could be signalled through introduction of simple barriers at key points of entry to the estate.
- To ensure that routes through the site feel safe and attractive, it will be important to consider lighting and to design boundaries in a way that helps to avoid graffiti.



- The overall massing and site layout for blocks A, B and C is welcomed by the panel, with this deemed appropriate given the adjacent 1950s buildings.
- The panel feels that Block D would benefit from a more contextually sensitive approach given the Victorian terraces on Kirkton Road, with the facade detailing of this block being less plain. The panel suggests that the richness of the Victorian terraces, in terms of colour and detail, is reflected in the detailed design of this block.
- The panel feels that, while blocks A, B and C's flat roofs sit well with their neighbouring blocks, block D's flat roof could be a gable or pitched roof.
- Blocks B and C include balconies facing west and the panel suggests considering barriers to their southern face to reduce overlooking of Seaford Road gardens.
- The panel highlights the awkward spaces created by the boundary fence at the western end of the site, between existing and new residents. It asks if a better solution could be found through consultation with residents, for example to agree a single shared private garden here?

Architecture

- The panel recognises the work done in taking forward the architectural design of the scheme since the last Quality Review Panel and believes that the approach taken to blocks A, B and C is appropriate and in keeping with the existing 1950s estate adjacent to the site.
- However, the panel notes that detailed plans of the interiors of the blocks together with the landscape were not included in the presentation. It recommends these should be provided as part of the planning submission, to allow assessment of how the ground floor layout relates to the landscape setting.
- The panel feels that further consideration of the relationship between the one-bedroom flats in blocks B and C, which look onto shared private space, would be beneficial, in order to address privacy.
- In terms of proposed materials, the warm, buff brick and horizontal banding, with this reinforced by balconies, is generally supported by the panel.
- However, the panel feels that applying the same approach to materials and detailing to block D is less successful. It suggests further exploration of colour, detailing and roof design to respond to the Victorian terraces on Kirkton Road.
- The panel asks for further thought about the location of the entrance to block D, which is currently located between the cycle store, bin area and plant.



Landscape

- The panel applauds the landscape strategy for the scheme, which it believes could be an exemplar for similar schemes in the borough.
- It acknowledges the strategy's likely high maintenance requirements but emphasises the importance of following through on the scheme's ambition, with commitments made to the ongoing upkeep of the landscape.
- The panel suggests exploring the potential for garden clubs or twinning with local schools to form part of the landscape maintenance strategy.
- Similarly, consultation could help inform the use of the smaller garden / play spaces between blocks, solutions to potential overlooking. It is also essential that residents understand the rationale for the proposed removal and replacement of trees.
- The panel notes the intention to increase the number of biodiverse species proposed as part of the landscape strategy and recommends that details of this should form part of the planning submission.
- Similarly, further detail on the shared garden and play areas proposed for new and existing residents should be provided.
- The panel highlights the importance of the landscape proposals having flexibility, as well as longevity, to take into account the changing requirements of the community over time.
- The smaller spaces between buildings could also benefit from further consideration. One possibility might be their use as 'growing spaces' for residents.

Sustainability

- The panel welcomes the scheme's ambition to be net zero and looks forward to seeing more detail as to how this is to be achieved in practice—for example, how PVs are to be sensitively and efficiently deployed across the site.
- The panel recognises that issues of overheating have been addressed since the scheme was last reviewed. However, it expresses concern that the mitigation of heat gain by tree cover may be adversely affected by the need to remove mature trees on the site and would welcome further detail on this aspect of the scheme, as well as the scheme's overall sustainability strategy.

Next steps

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

Report of Haringey Quality Review Panel
20 April 2022
HQR115_Brunel Walk and Turner Avenue



Appendix 5 DM Forum minutes

- Where will building A be
- Loss of green space for building A
- Anti social behaviour could be shifted to Elmar Road
- Access concerns to Brunel walk
- Who will do the surveillance?
- Will allotments be comprised or encroached upon
- Parking inadequate for additional units
- CPZ on Elmar Road already makes it difficult to park there
- Where is the exact position of block A in relation to Elmar Road?
- Where would new residents park their cars?
- Where will electric car charging points go?
- Concerns with increased Service Charges
- Is there an independent survey of the existing building
- More information required on existing residents
- What is the proposed construction work route
- Query on the parking survey
- Concerns the building will be demolished
- Is there an independent survey available to the public?
- Question on tenure and rents?
- Upkeep on green spaces
- How will the scheme be financed if there is no market sale?
- What is Homes for Haringey position on these type of accommodation in terms of management?

Appendix 6 Pre-application briefing minutes

8. PPA/2021/0011 - BRUNEL WALK, TURNER AVENUE ESTATE, N15 5HQ

The Committee considered the pre-application briefing for the demolition of the existing 36 temporary accommodation homes on site and redevelopment of Brunel Walk and some of the space between the Council buildings of Turner Avenue to create 44 additional new homes for Council rent.

The applicant team and officers responded to questions from the Committee:

- The Committee welcomed the mix of unit sizes that were proposed.
- In relation to parking, it was clarified that no parking spaces would be lost in the estate and that there would be two additional spaces in the Turner Avenue Estate area. Some members noted that the proposals included a number of family sized units and that this was likely to result in additional cars and stress on parking.
- It was noted that the Quality Review Panel (QRP) and the application report discussed the permeability of the site. Some members enquired whether the permeability of the site would be increased and cautioned that increasing the permeability of the site for vehicles could create some safety issues. The applicant team noted that the site was an alleyway at present with a number of avenues that were used as cut through routes. It was explained that the proposals would aim to reduce permeability of the site by defining public and private space more clearly with landscaping and boundary treatments.
- The Committee enquired about outlook and the proximity of balconies in Blocks B and C to the existing blocks, about the outlook from the mews houses, and about overlooking into the gable ends of existing blocks. The applicant team explained that the existing Turner Avenue Estate wings had outlook from the southern end and would look directly onto the new courtyards. It was noted that it had recently been confirmed that the units in the existing blocks were two bed units and that the applicant team would need to consider the position and treatment of the balconies in reference to the windows; it was added that consultation responses were also being considered.
- The Chair commented that there was a sketch which showed projecting balconies and that she would be opposed to having those, especially at the lower levels. She explained that these would not be very private and that people would likely cover up the transparent elements. It was explained that the application sought to optimise the number and types of accommodation on site and that recessed balconies used potential accommodation area and had a significant impact on the thermal performance of the building. The applicant team believed that the projecting balconies worked as part of the design. It was noted that they were considering the treatment of the balustrade and that some screening or alternative positioning of balconies might be possible but this would need to be weighed against the need to deliver as much high quality accommodation as possible.
- In response to a question from the Committee, the applicant team stated that some of the key challenges would be to integrate the development with the wider estate,

to deliver the significant enhancements to the existing public realm and open spaces, and to ensure that the buildings also respected the wider context and the properties on Seaford and Kirkton Roads. It was noted that there was the possibility of remodelling, potentially with reduced units or setting back, and that the balance of delivering affordable accommodation and safeguarding residential amenity would need to be carefully considered.

The Chair thanked the applicant team for attending.