



Pre-Application Planning Advice Note

Ref: PRE/2018/0178

Site Address: Braemar Avenue Baptist Church Braemar Avenue

Proposal: Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions (204m²) and 16 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.

Submitted Documents:

Meeting Date: 10th September 2018

Attendees: Valerie Okeiyi (Planning Officer); John McRory (Team Leader); Richard Truscott (Urban Design Officer); (Transport Planner)

Summary of Council's response

		The scheme presented at the pre-application is generally welcomed by Officers, as it would improve and rationalise the existing D1 church site in providing new church facilities whilst preserving and restoring the existing church building itself. The principle of providing residential units on the site would be supported although officers strongly advice reducing the amount of 1 bed units overall, to offer a more balanced housing mix, thereby meeting local policy, and helping create mixed sustainable and cohesive communities.
--	--	---

		Neither the 19th century corrugated iron church hall nor the 1950s extension to the church are considered important to retain, so there is no 'in principle objection' to the demolition of the church hall on site. This would be subject to a suitable replacement building that has been developed organically from a robust context and urban analysis, which factors in the sites settings and surroundings – this would enable Officers to fully understand its significance. Such an approach is necessary to better respect the setting of the listed church building. Officers are concerned that a large number of trees are being removed as these are considered to make a significant contribution to the Conservation Area and the visual amenity of the locality generally. It is advised that these trees should be retained and protected from future development as they form the context of the park – officers would resist the removal without clear and robust reasoning. The height and scale of the proposed building at 4 storeys appears excessive and would sit uncomfortably with the adjacent terrace and church building. Officers advise that the ridge height of the church should remain the tallest part and the views of the church tower maintained from the surrounding roads and public open spaces in order to mark its historic importance. The design language to the front of the building facing the street should respond well to the church and terrace houses in terms of its colour context, materials and proportions and the design language should respond well to the park. In terms of housing quality the 3 bedroom flats appear cramped with very small living room areas and the proposed ground floor level (of the flats) are below street level which officers advise should be re-considered. The design of any scheme should consider the potential level of impact on the amenity of the surrounding occupiers and residents of existing properties, particularly the adjacent terrace houses on Braemar Avenue. From the transportation perspective the uplift in transport demand will derive from the new residential development, however the developer will need to detail if there will be any uplift in church attendance or activities. Whilst the site has excellent accessibility to public transport services, it will be appropriate to assess the potential parking demand impacts and a parking stress survey will be required - car club provision would also be required.
--	--	--

Next Steps/recommendations

The proposal would be suitable for a Planning Performance Agreement, further details can found on the Council's website. Following the agreement of a PPA, the scheme would be put before a Development Management Forum, the Quality Review Panel, and would be presented to a Planning Committee Pre-Application meeting.

Review of Submitted Proposal

The assessment of the proposal submitted uses a RAG rating system (see below). Comments are provided on the reasons for the rating given.

Red = This element of the scheme is not currently considered to be acceptable.

Amber = This element of the proposal has not been adequately addressed within the submission.

Green = This element of the proposals is considered to be acceptable by officers.

NOTE: The rating assigned will be a result of the officer/panels consideration of the proposal against the development plan (see below) and all other material planning considerations insofar as they are known at this stage (i.e before statutory consultation and public/community engagement has taken place).

Policy Aspect				Comments
Site and surroundings				<u>Site and Surroundings</u> The main grade II listed church building is built in a late Gothic Revival style in contrasting flintwork and dark red brickwork with terracotta dressings. To the north-western corner is a prominent tower that extends higher than the steeply pitched, gabled roof of the main church. On the southern elevation is the main entrance and several faux extensions and actual extensions to the rear, southern elevation To the south of the church is the original single storey Church Hall. Properties to the south are late-Victorian/Edwardian in age and of typical appearance of that time, comprising long terraces of two storey red brick dwellings with two storey bay windows. The area is predominantly residential in character. The site lies in the north-western part of the Trinity Gardens Conservation Area.

Principle of Development				<u>Re-provision of community facilities</u> Policy DM49 of the Development Management Plan DPD seeks to protect existing social and community facilities, and proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided such schemes meet specific criteria as set out in the DPD. The scheme presented at the pre-application meeting is for works that would introduce new build residential units on the site and Internal and minor external alterations to the adjacent listed church including demolition of the existing church hall and 1950s extension to the main church and its replacement with a new church hall and church entrance. Officers welcome the principle of the scheme presented at the pre-application meeting. The scheme would improve and rationalise the existing D1 church site in providing new church facilities whilst preserving and restoring the existing church building itself, which is in accordance to Policy DM49 of the Development Management Plan DPD 2017. <u>Provision of residential units</u> The mixed-use scheme also seeks to create residential units at the site, which would consist of 16 new self-contained units located on lower ground, ground, first, second and third floor level. The principle of providing residential units on the site would be in line with Local Plan Policies SP1, SP2 and SP10 and London Plan Policy 3.3 which seek to maximise the supply of housing more to meet local housing targets and contribute to London wide housing provision. However, for any scheme to be supported by Officers it would need to comply with all other relevant planning and land use policies as set out in the following sections of this response.
Design Approach / Heritage and Conservation				The site is located within the Trinity Gardens Conservation Area and the main church building is grade II listed and assessed as contributing positively to the Conservation Area. Therefore in accordance with the NPPF, any proposal would need to demonstrate that the public benefits outweigh any harm caused to the heritage asset. Neither the 19th century corrugated iron church hall nor the 1950s extension to the church are considered important to retain, so there is no 'in principle objection' to the demolition of the church hall on site subject to a suitable replacement building that has been developed organically from a robust context and urban analysis which factors the sites settings and surroundings in order for Officers to fully understand its significance.

			Such an approach is also seen as necessary to better respect the setting of the listed church building. The gap between the church and existing building is important. The developers will need to consider whether there needs to be a complete physical gap between the church building at ground floor level and residential block. Officers are concerned a large number of trees are being removed as these are considered to make a significant contribution to the Conservation Areas. It is advised that these trees should not be removed and should be protected from future development as they form the context of the park. If permission is eventually granted for removal of any trees, those removed should be replaced to reinstate a tree lined edge to the park. The scheme presented follows the building line of the neighbouring terrace houses along Braemar Avenue, however in terms of height, the proposed 4 storeys is considered excessive. Officers consider a building of 3 storeys high more appropriate adjacent to the two storey residential houses, however 4 storeys may be feasible subject to sufficient set-backs; this would require a clever and appropriately designed development in order to receive officer support for a 4 storey building. Currently, the recessed top floor element appears very top heavy and visible. Officers advise that the ridge height of the church should remain the tallest part and the views of the church tower should be maintained from the surrounding roads and public open spaces, to mark its historic importance. The developer would need to agree with officers verified views from the different locations so to ensure that this concept is successful. Architecturally, a contemporary design is welcomed. The developers will need to consider how the building responds to the adjacent park with views from the park considered carefully; the park elevation is important as it is a busy public open space. Officers suggest that one possible design response to the park could be for it to be significantly glazed facing onto the park, although care over light spillage would be needed. The design language to the front facing the street should respond well to the church and terrace houses in terms of its colour context, materials and proportions. The overall massing needs to be reduced and this façade needs to be well articulated. Recessed balconies are welcomed. Officers advise that the balustrades would need to be carefully designed especially from a visibility point of view especially from the park to avoid the balconies
--	--	--	--

			appearing cluttered and compromising residents' privacy. Officers suggest decorative screens as an idea to control views in and out of the balconies. Overall, there are no principle objections to the redevelopment of this part of the site, however a more appropriate contextual development needs to be achieved here.
Housing Quality			London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG and Nationally Described Space Standards to provide acceptable living conditions for future occupiers of the new development. The proposal should therefore meet the requirements of the London Housing SPG and Nationally Described Space Standards. Officers are concerned that the 3 bedroom flats appear very cramped with very small living room areas. It is preferable (recommended in Mayors Housing SPG) that family sized accommodation (with 3+ bedrooms), are provided with two separate living rooms (which could include a separate dining-kitchen). Officers are not convinced that the proposed ground floor level (of the flats) can sit below street level and achieve good accessibility, and residential privacy, and window cill & head heights would not relate to existing neighbours. This would also put the proposed (inhabitable) lower ground (basement) floor even deeper into darkness and with even less outlook.
Housing Mix			The National Planning Policy Framework (NPPF) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. The Mayors 'Housing' SPD also sets out standards and mix of housing and Local Plan Policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements. DM Policy DM11 'Housing Mix' states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units. The housing mix as presented comprises 10x1 bed, 3 x 2 bed and 3 x 3 bed flats. Whilst it is appreciated that 3 family units are proposed as part of the scheme, Officers still consider there is an overconcentration of one bed flats.

				Officers consider the dwelling mix proposed is unacceptable as there is an overconcentration of one bed flats. It is acknowledged that the housing mix may change in response to a more appropriate contextual development for the site.
Affordable Housing				Affordable housing would be required, on site as 16 residential units are proposed. This is in line with the requirements of London Plan Policies 3.9, 3.10, 3.11, 3.12 and 3.13. Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 40% of affordable housing contributions to the Borough's affordable housing stock. Policy SP2 aims to provide affordable housing by: - Subject to viability (as discussed below), sites capable of delivering ten or more units, will be required to meet a borough wide affordable housing target of 40%, based on habitable rooms; - Delivering a preferred affordable housing tenure split of 70% London Living Rent and 30% London Affordable Rent. - The preferred affordable housing mix, in terms of unit size and type of dwellings on individual schemes will be determined through negotiation, scheme viability assessments and driven by up to date assessments of local housing need, as set out in the Mayor's Housing SPD.
Viability				Subject to viability any proposed scheme providing less than 35% affordable housing must submit a viability report. Any viability report will be independently assessed at the Developer's expense.
Inclusive Design				Policy 3.6 of the London Plan requires and Local Plan Policy SP2 require new housing is built to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' (formerly Lifetime Homes' standards). This ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. 10% of all units should be accessible for wheelchair units in accordance to London Plan Policy 3.8 and Part M4 (3) 'wheelchair user dwellings' of Building Regulations. Any forthcoming application should demonstrate compliance with these requirements of Policies SP2, 3.6 and 3.8. The scheme presented did not provide this level of information, which is not unreasonable given that the developer is seeking principles of design etc.
Sustainability				The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the

			most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2013-2016). The developer is required to submit an energy assessment to confirm that the proposal will meet this requirement, and any other sustainability measures, which are incorporated into the proposal. The scheme presented did not provide this level of information, which is not unreasonable given that the developer is seeking principles of design etc.
Drainage and Flooding			London Plan (2016) Policy 5.13 'Sustainable drainage' and Local Plan (2017) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: 1 store rainwater for later use 2 use infiltration techniques, such as porous surfaces in non-clay areas 3 attenuate rainwater in ponds or open water features for gradual release 4 attenuate rainwater by storing in tanks or sealed water features for gradual release 5 discharge rainwater direct to a watercourse 6 discharge rainwater to a surface water sewer/drain 7 discharge rainwater to the combined sewer. Drainage is required to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including how to design a suitable SuDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating

			SuDS measures should include details of how each SuDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime. The scheme presented did not provide this level of information, which is not unreasonable given that the developer is seeking principles of design etc. Therefore, any forthcoming application should include details of the proposed surface water drainage scheme in accordance with the drainage hierarchy set out above in order to comply with the requirements of Policies 5.13 and SP5.
Impact on Neighbouring Amenity			The design of any scheme should consider the potential level of impact on the amenity of the surrounding occupiers and residents of existing properties, particularly the adjacent terrace houses on Braemar Avenue. The developer would be required to submit a daylight and sunlight assessment in order to demonstrate that the proposal would not result in material impacts on amenity of existing residents surrounding the site – any assessment would need to use and meet BRE recommendations. Any scheme would also be expected to avoid other potential material impacts on amenity regarding over dominant development resulting in an increased sense of enclosure, and overlooking / loss of privacy.
Highways and Transportation			This site is located at the top of Braemar Avenue to the eastern side, at the junction with Bounds Green Road. It has a PTAL value of 6A which is considered 'excellent' access to public transport services. 8 different bus services are accessible within 2 to 7 minutes walk of the site, Alexandra Palace Rail Station is a 7 minute walk away and Wood Green Underground station a 10 minute walk away. It is also within the Wood Green Outer CPZ which has operating hours of 0800 – 1830 Monday to Saturday, however the site is not within any of The Borough's formal Restricted Conversion Areas. The church hall the developer is seeking to redevelop is to the southern end of the overall site, and is serviced by a crossover for access to the highway.

			A Transport Statement will be required for this proposal, that will need to provide detail on the transportation characteristics and impacts of this proposal, plus the associated mitigations and provide a commentary on how the development works on a day to day basis in transportation terms. The scoping for this document will need to be agreed with Transportation, however it will need to include the following topics; - some comments are made here based on the material submitted so far. Outline of proposed unit numbers and breakdown by size The intention is to provide 16 units, including 10 No. 1 bedroom, 3 No. 2 bedroom and 3 No. bedroom units. Church floor area uplift It is understood that the existing church hall will be demolished and a new facility provided with this redevelopment. The developer will need to detail if there is any uplift in church activity or attendance that will result from this. Proposed Access arrangements The site is proposed as car free, with pedestrian access from the adjacent footways. The existing crossover that serves the building to be demolished will no longer be needed, so this can be reinstated to a full height kerb with works to the footway as well. This will provide a better pedestrian environment at this location and will likely enable provision of another on street parking bay within the CPZ. The developer will need to meet all of the Council's administrative and works costs for this. Parking provision and impacts The site is proposed as car free. It does have excellent accessibility to public transport services, and is located within the Wood Green Outer CPZ. There may be some parking demands however generated by the development, so whilst the concept of a car free development is supported in principle, Transportation to need to understand the likely demands that may arise and the existing parking conditions in the locality of the site to enable a view to be made. Therefore, the developer will need to provide and include in their transport statement a Parking Stress Survey, carried out and presented in accordance with the 'Lambeth' methodology.
--	--	--	---

			The development would be appropriate for designation as a permit free site, for which the developer will need to enter into the appropriate planning agreement and meet all of the Council's administrative costs. It is also suggested that to further mitigate potential parking impacts the development have car club provision, so the developer will need to liaise and consult with local car club operators to obtain their recommendations for car club provision at the development. It is expected that this will include provision of memberships for each unit for three years plus a £50 driving credit per unit to 'pump prime' car club usage. The car club operator may also suggest contribution towards the implementation of additional bays/cars in the locality to meet demands. Delivery and servicing/refuse and recycling collection arrangements Refuse and recycling collections will take place from the kerbside. This should be fine however, the proposed details will need to be considered and approved by our colleagues in the waste and recycling team. The demands of the church should not change and the residential arrangements will need to include a collection point within the maximum walk distances for collection from a store off of the highway. Cycle parking arrangements to meet London Plan requirements It appears it is intended to provide an internal cycle parking store, which looks to be utilising a double stacking type system to provide 28 spaces. The cycle parking to be provided will need to meet London Plan standards for residential and commercial/employment cycle parking provision in terms of absolute numbers. Full details will need to be provided to confirm it will be achievable within the development footprint. Provision of useable, convenient, high quality secure cycle parking will be absolutely essential. Scaled drawings showing the system intending to be used and the spacing, layouts and access routes will need to be provided with any future application. Construction Logistics Plan This development will be constructed in a residential area close to a busy junction, and has basement construction required too. Therefore, a detailed draft of the CLP for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. This will include deliveries and collections being made outside of the peak AM and PM periods, full details of any temporary measures envisaged for the highway,
--	--	--	--

			Transport Summary This pre application proposal is for demolition of the existing church hall, and construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (204m2) and 16 flats. From the transportation perspective the uplift in transport demand will be from the new residential development however the developer will need to detail if there will be any uplift in church attendance or activities. Whilst the site has excellent accessibility to public transport services, it will be appropriate to assess the potential parking demand impacts and a parking stress survey will be required, and it is also suggested car club provision be made for the development. Full details of the proposed cycle parking arrangements will be required and a construction logistics plan given the site's location close to a busy junction and residential dwellings.
Air Quality			London Plan Policy 7.14 (Improving air quality) seeks to ensure that new development minimises increased exposure to existing poor air quality and makes provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMA's)) and be at least "air quality neutral". Haringey DM DPD Policy DM23 states that all development proposals should consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of the development. Air quality assessments will be required for all major development and other development proposals, where appropriate. Where necessary, adequate mitigation must be provided.
Waste and Recycling			The proposal is required to provide adequate refuse and recycling storage for the proposed dwellings. Further advice can be obtained from the Council's Sustainable Construction and Design SPD Appendices (March 2013).
Trees			There are a number of trees within the development site in particular the row of large trees along the eastern boundary. The existing trees contribute to the visual amenity and character of the site and surrounding area. As such, the developer should demonstrate how the root systems of existing trees and the trees themselves will not be damaged by the proposal, especially mindful of the lightwells proposed. In

			the event the developer proposes the felling of any trees, such a measure would need to be supported by an arboriculture's report on the quality and health of the subject trees and any removed tree would need to be replaced with suitable equivalent sizes and types. The scheme presented did not provide this level of information, which is not unreasonable given that the developer is seeking principles of design etc.
Mayor CIL / Haringey CIL and Planning Obligations			The Mayoral CIL is applicable on developments that are granted planning permission after 1 April 2012. The London Borough of Haringey is within the second band of the charging zone, which requires a £35 x 1.269 per sq m charge on net additional increase in floor space of all developments (with some exceptions) equal to or over 100 sqm, or involving the creation of one dwelling even where this is below 100 sq m (although any net charge of less than £50 will not be collected). Further information on the Mayoral CIL can be found on the Greater London Authority's (GLA) website. As per the Community Infrastructure Levy (CIL) regulations introduced in April 2010 the Council moved to the new tariff style system on 1st November 2014. The site falls within the Western/Eastern/Central part of the borough and as such any new residential floor space created would be subject to a £165 per sqm x 1.088 charge. For more information on this please go to the following link: http://www.haringey.gov.uk/cil Note: The CIL rates published by the Mayor and Haringey in their respective Charging Schedules have been inflated in accordance with the CIL regulations The Council's adopted the Planning Obligations SPD (2014) sets out the Council's approach policies and procedures in respect of the use of planning obligation. The proposal will require the following matters to be secured through a Section 106 Agreement: • Affordable Housing • Employment and training provision • Travel Plans • Sustainable Transport / Car parking restrictions / Car clubs • S278 Highway Works This list is not exhaustive and may change as discussions take place.

Building Control

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

www.haringey.gov.uk

planningcustomercare@haringey.gov.uk

It is recommended that you obtain technical advice regarding building control matters during the early stages of project design, and Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Bob McIver on 020 8489 5500 or by email on Bob.McIver@haringey.gov.uk

Consultation

As stated in the National Planning Policy Framework, that where beneficial, local planning authorities should encourage developers to engage with the local community before submitting applications. The Council's Statement of Community Involvement (SCI) (2011) (<http://www.haringey.gov.uk/sci>) sets out the Council's approach to engaging with and consulting the community in planning and development issues. As outlined in the SCI developers of major schemes are advised to undertake early community involvement before submitting an application to the Council.

A new planning protocol has recently been adopted, this includes the requirement for Developers to present their schemes to Members of the Planning Sub – Committee at pre-application stage, as well as the opportunity to present the scheme to a Quality Review Panel. Where considered necessary, developers will also be required to undertake a Development Forum as part of the pre-application process in order to engage the local community in order to obtain their opinions on any proposed development before any planning application is submitted for formal consideration and determination. This can be discussed in more detail at any subsequent pre-application meetings.

Once a planning application is submitted, the LPA will undertake the normal consultation procedures in accordance with the Town and Country Planning (Development Management) Order 2012 which will include providing a minimum of 21 days for neighbours and other statutory and non-statutory consultees to provide responses and comments to any submitted planning application.

The scheme will need to be presented to Members of the Council's Planning Committee for determination. The LPA will endeavour to ensure that a formal decision is issued within the statutory 13 week period however this is contingent on Planning Committee dates.

In order to assist in the application process the developer is strongly encouraged to enter into a Planning Performance Agreement (PPA) with the Council in order to assist the smooth process of any planning application from pre-application to determination stages. Please contact Valerie Okeiyi on the details provided above to discuss this requirement.

NB: Bounds Green Ward Councillors

Information required for Planning Application Submissions

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

planningcustomercare@haringey.gov.uk

www.haringey.gov.uk

The following information will be required for registration of the planning application in respect of this site.

1. Standard application form (three copies plus original unless submitted electronically)
2. 'Determining whether an application is CIL liable' form and plan or drawing showing any chargeable development and gross internal area in square metres on each plan
3. Location plan on an up to date map at an identified standard metric scale (typically 1:1250 or 1:2500 to fit onto A4 or A3 paper) with the red line including all land necessary to carry out the proposed development and blue line for any other land owned by the developer
4. Site plan – direction of North, proposed development in relation to the site boundaries with written dimensions (and public rights of way, trees, hard surfacing and boundary treatment where relevant) typically 1:500 or 1:200
5. Ownership certificate and notices, and Agricultural land declaration
6. Fee
7. Fully annotated and scaled (1:50 or 1:100) drawings showing, floor plans, elevations of the existing and proposed buildings as well as drawings showing site sections and a 'streetscene elevation' showing the relationship with the neighbouring buildings. **Please note that Haringey requires all applications to have a scale bar and all proposed plans/elevations require one significant dimension. This is to ensure that the Planning Officer can accurately measure dimensions using measuring software.**
8. Design & Access Statement (including a statement confirming compliance with Lifetime Homes standards and London Plan SPG housing space standards)
9. Planning Statement
10. Transport Statement
11. Draft Travel Plan
12. Viability Assessment
13. Statement of Community Involvement
14. Energy Assessment and Sustainability Strategy
15. Air quality assessments
16. Tree Report
17. Heritage Statement
18. Daylight and Sunlight Assessment

For further information please see the Council's Validation Checklist.

List of Relevant Contacts

John McRory – Team Leader – 0208 489 2956

Valerie Okeiyi – Planning Officer – 5120

Richard Truscott – Urban Design Officer – 0208 489 5241

Maurice Richards – Transport Planner – 0208 489 5575

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

www.haringey.gov.uk

planningcustomercare@haringey.gov.uk

Ray Matthews- Drainage Engineer- 0208 489 1147
Michael McNicholas – Head of Waste Management – 0208 489 5561
Bob McIver – Head of Building Control – 0208 489 5500
Andrew Snape – Met. Police Crime Prevention Officer – 0208 345 2167

Without Prejudice

Please be advised that this response is given at officer level and does not form a formal response or decision of the council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the council.

List of relevant policies

National Planning Policy Framework, March 2012

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf

London Plan, March 2015

<https://www.london.gov.uk/priorities/planning/london-plan>

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

www.haringey.gov.uk

planningcustomercare@haringey.gov.uk

5.13 Sustainable Drainage
5.21 Contaminated Land
6.1 Strategic approach
6.3 Assessing Effects of Development on Transport Capacity
6.5 Funding Crossrail
6.9 Cycling
6.10 Walking
6.11 Smoothing traffic flow
6.13 Parking
7.1 Lifetime Neighbourhoods
7.2 An Inclusive environment
7.3 Designing out Crime
7.4 Local Character
7.5 Public realm
7.6 Architecture
7.8 Heritage Assets and archaeology
7.15 Reducing and managing noise
8.2 Planning Obligations
8.3 Community Infrastructure Levy

Housing SPG (2012)
Sustainable Design and Construction SPG (2014)
Energy Planning (April 2015)

Local Plan, March 2017

SP0 Presumption in Favour of Sustainable Development
SP1 Managing Growth
SP2 Housing
SP4 Working towards a Low Carbon Haringey
SP6 Waste and Recycling
SP7 Transport
SP9 Skills/Training to Support Access-Jobs/Community cohesion/Inclusion
SP11 Design
SP12 Conservation

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

planningcustomercare@haringey.gov.uk

www.haringey.gov.uk

Development Management DPD 2017

DM1 Delivering High Quality Design (Haringey Development Charter)
DM2 Accessible and Safe Environments
DM3 Public Realm
DM9 Management of the Historic Environment
DM4 Provision and Design of Waste Management Facilities
DM10 Housing Supply 26
DM11 Housing Mix 26
DM12 Housing Design and Quality 28
DM13 Affordable Housing
DM21 Sustainable Design, Layout and Construction
DM23 Environmental Protection
DM27 Protecting and Improving Groundwater Quality and Quantity
DM31 Sustainable Transport 62
DM32 Parking
DM49 Managing the Provision and Quality of Community Infrastructure
DM48 Use of Planning Obligations

Supplementary Planning Guidance / Documents

Planning Obligations SPD (2014)
Sustainable Design and Construction SPD (2013)