

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/3846

Ward: Noel Park

Address: 30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ

Proposal: Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.

Applicant: Paul Simon Magic Homes

Ownership: Private

Case Officer Contact: Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposed development would fulfil and meet the requirements of Site Allocation SA23 'Clarendon Rd South'
- The development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate 18 jobs.
- The development would provide a total of 51 residential dwellings, contributing towards much needed housing stock in the borough.
- The development would provide 35.6% on-site affordable housing by habitable room in the form of 9 flats for affordable rent and 7 flats for intermediate tenure, which is an accepted tenure split.
- 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 provides good quality hard and soft landscaping.

- 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 development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolves 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 05/07/2023 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.

Summary Lists of Conditions, Informatives and Heads of Terms

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 (commercial)
10. Unexpected Contamination
11. NRMM
12. Air Quality
13. Demolition/Construction Environmental Management Plan
14. Land Contamination
15. Arboricultural Impact Assessment
16. Cycle parking
17. Delivery and Servicing Plan
18. Piling Method Statement
19. Satellite antenna
20. Restriction to telecommunications apparatus
21. Piling Method Statement
22. Architect retention
23. Soil investigation from the site itself
24. Unexploded (UXO) bombs survey
25. Ground movement assessment and effect on adjoining structures (including the method of monitoring)
26. Wheelchair accessible dwellings
27. Detailed Management Plan of Communal amenity space
28. Restriction to use class
29. Noise Management Plan
30. Energy Strategy
31. DEN Connection
32. Overheating
33. Overheating Building User Guide
34. BREEAM Certificates
35. Living Roofs
36. Circular Economy
37. Whole Life Carbon
38. Biodiversity

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

Section 106 Heads of Terms:

1. Affordable housing provision

- Nine (9) flats for affordable rent, three (3) flats for London Living Rent and four (4) flats for Shared Ownership
- Early stage viability review

2. Section 278 Highway Agreement

- Highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road.

3. Sustainable Transport Initiatives

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
- Car Club - a credit of £100 per year/per unit for the first two years.
- £5,000 towards a Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development
- £10,000 towards the monitoring and management of the Construction Logistics Plan
- £2,000 (two thousand pounds) per year per travel plan for five years
£20,000 (twenty thousand pounds) in total for the monitoring of the travel plan initiatives.

4. Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £70,680 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.
- DEN connection (and associated obligations)
- Heating strategy fall-back option if not connecting to the DEN

5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator;
- Notify the Council of any on-site vacancies;
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

6. Monitoring Contribution

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

2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

2.6 In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement failing to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the additional highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road 2) A contribution towards amendment of the local Traffic Management Order 3) a credit of £100 per year/per unit for the first two years for car club membership 4) A contribution towards a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development 5)) Implementation of a travel plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address

local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

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

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

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

This is a planning application for the demolition of the existing building and erection of a part two, six, eight and eleven storey building (including a basement level) comprising 560 sqm of commercial floorspace (Use Class E) including workspace, office, retail and café use over basement and ground floor level. The proposed development would include 51 residential units located on the upper floors and would comprise of 3 x studio- flats, 19 x one-bedroom flats, 25 x two-bedroom flats and 4 x three-bedroom flats.

The residential component of the scheme is car-free, and 2 off street Blue Badge parking bays are proposed at street level. Two bicycle stores are proposed at basement level, providing 93 residential cycle parking spaces. Two larger cycle parking spaces are proposed at ground floor level for all housing tenures. A refuse store, shared entrance and lift access inclusive to all tenures will be located at ground level.

Soft and hard landscaping at roof level and around the site are proposed comprising of a bio-diverse roof, wildlife planting, new tree planting, raised planters, rain garden and permeable paving. Shared amenity space which includes child play space is located at the sixth, eighth and eleventh floor.

The proposed building will be finished in brick, and the window/door frames and balcony balustrade will have an aluminium, timber and steel finish. The building will also feature decorative spandrel panels to ground floor bays and metalwork colour.

The planning application has been amended since initial submission and includes the following changes:

- A second staircase is proposed to the upper floors;
- The layout of the bin storage area at ground floor level has been altered and the number of bins increased;
- Slight reduction in the commercial floorspace of one of the units from 57sqm to 53 sqm;
- Revised housing mix;
- Revised tenure;
- Updated Fire Strategy.

3.2 Site and Surroundings

- 3.2.1 The application site forms part of the wider Haringey Heartlands area and is situated on land bounded by Clarendon Road to the north, north-east and west, Hornsey Park Road to the east and Turnpike Lane to the south.
- 3.2.2 The site is currently occupied by a two-storey 1970s industrial building known as the 'Jessica Buttons' factory on Clarendon Road. The ground floor is currently in use as a temporary nursery and church which received temporary consent under planning permission reference (HGY/2019/2664), whilst the upper floor is in use for office and storage for the Jessica Buttons factory. There is hardstanding to the west for vehicle parking. Immediately south-east of the site is the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre) and the Council's Day Centre (the Clarendon Recovery College) is to the south-west.
- 3.2.3 The wider area is predominantly characterised by a mix of residential and employment uses. To the south west of the site is the residential block known as Westpoint Apartments ranging from 6 to 7 storeys in height and 2 to 3 storeys light industrial buildings to the north and west of the site. Adjoining roads are characterised by 2 and 3 storey Victorian semi-detached properties with more modern 3 storey houses to the immediate south. Katerina House also known as 50a Clarendon Road to the north east of the site is occupied by a 3 storey mixed use building. The Clarendon Square development located further north of the site is the former gasworks site which received approval for a hybrid planning permission (part detailed, part outline under planning permission reference HGY/2017/3117) for a phased residential led mixed use development up to 20 storeys in height. Phase 1 and 2 are completed and occupied and Phase 3 of this site is currently under construction. The Railway Approach development further south ranges from 11 to 13 storeys in height.
- 3.2.4 The main vehicular routes in the area run north-south and west-east. The site is currently accessed from Clarendon Road by a short cul-de-sac that also serves a number of neighbouring sites. The site has a public transport accessibility level (PTAL) of 4-5, which is ranked as 'good' access to public transport service.
- 3.3.5 The site falls within Site Allocation SA23 'Clarendon Rd South' of the Site Allocations DPD, which allocates the site to realign Clarendon Road and create employment-led mixed-use development to complement the Clarendon Road Square development site'. The site allocation covers 27-33 and 9-70 Clarendon Road which includes the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre), the Council's Day Centre (the Clarendon Recovery College), London Alevi Cultural Centres, Civica Election Service, Hertie Ltd, Virgin Media and Katerina House.
- 3.3.6 The site is designated within the Wood Green Growth Area. The site is not listed and not within a Conservation Area.

3.3 Relevant Planning and Enforcement history

OLD/1973/0214– Erection of 2 storey industrial building – Granted 10/08/1973

HGY/2002/0340 – Change of use of property from textile storage to community social club– Refused 27/05/2002

HGY/2019/2664 – Change of use to D1 non-residential institutions use (Church & nursery) for a temporary period of three years only – Granted 05/12/2019

HGY/2020/1922 – Non-material amendment to planning permission HGY/2019/2664 for erection of mesh and picket fence within the curtilage of the site – Granted 04/09/2020

4.0 CONSULTATION RESPONSES

Planning Committee Pre-Application Briefing

A previous iteration of the scheme, which was part of a wider detailed proposal incorporating the adjacent site as presented to the Planning Sub Committee at a Pre-Application Briefing in January 2021. The minutes are attached in Appendix 7

Quality Review Panel

The scheme has been presented to Haringey's Quality Review panel on three occasions.

Following the third Quality Review Panel meeting on 17 August 2022, Appendix 5, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The panel broadly supports the proposed scheme, which it feels makes a welcome contribution to the local area and has the potential to create a prominent gateway building. The panel understands the land ownership constraints informing the wider development and supports Masterplan A, which it feels is the more deliverable option and offers greater permeability given the surrounding context. The overall scale of the development seems appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. As design work continues, the panel would encourage further work to create greater variety and texture across the scheme's facades, to improve the appearance of the building, both from a distance and at ground / podium level. It also asks for further thought about the flat layouts in terms of daylighting levels, particularly at the lower floors. The panel also feels that daylighting of the scheme's entrance, and the clarity of

layout and ease of circulation within this area is problematic and would benefit from a more generous and welcoming treatment. It also feels that the area occupied by the proposed disabled parking provision is excessive, and suggests that Highways are engaged further to consider how this might be reduced. While recognising the provision of green / amenity space at various levels throughout the building, the panel has concerns about the low level of green / amenity space at ground floor level.

Following the summary above from the third Quality Review Panel meeting held on 17 August 2022, the applicant has revised the elevational treatment of the building, the layout of the flats have been revised to improved levels of daylight/sunlight, the design and layout of the buildings main entrance at ground level has improved, the area occupied by the proposed disabled parking provision has been improved in order to better utilise this area and the low level of green/amenity space at ground floor level is justified due to the site constraints at this level.

Development Management Forum

The proposals were presented to a Development Management Forum in September 2022.

The notes from the Forum are set out in Appendix 6.

4.1 Application Consultation

The following were consulted on the planning 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

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Trees

No objection

Nature Conservation

No comments received

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Pollution

No objection, subject to conditions

Public Health

No objections

Housing

No objections

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

London Fire Brigade

No comments received

Health and Safety Executive

No objection

Greater London Authority (GLA)

Stage 1 comments can be viewed in full in Appendix 4. The GLA's summary comments are provided below:

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties

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: 9

Objecting: 8

Supporting: 0

Others: 1

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

Land Use and housing

- Concerns the commercial unit will remain vacant
- Excessive commercial use proposed
- More housing developments are not needed in the area

Impact on Heritage assets

- An appraisal of the Conservation Area should be carried out before a decision is made
- Impact on the Conservation Area and setting of listed building

Size, Scale and Design

- Excessive height, bulk, massing and overdevelopment of site
- Overbearing and not in keeping in relation to neighbouring buildings
- The design is not in keeping with surrounding area

- The height is not in accordance with the Clarendon Square development
- The design is contrary to the Haringey Heartlands Development Framework April 2005
- Obstruction to the skyline

Impact on neighbours

- Loss of privacy/overlooking/overshadowing
- Loss of daylight and sunlight
- Noise and disturbance

Parking, Transport and Highways

- Parking pressure
- Increased traffic generated
- Concerns the development is car free
- Turnpike Lane/Hornsey Park road junction is not pedestrian friendly
- Road safety concerns
- Increased deliveries and vehicle trips per day
- Highway safety concerns
- No access for emergency vehicles

Environment and Public Health

- The development lacks greenery
- The green space improvements located at roof level does not benefit the wider local area
- Structural damage to infrastructure
- Pressure on existing infrastructure
- Noise and disturbance during construction
- Impact on quality of life
- Concerns the development provides no ground level garden to absorb heavy rainfall
- Air quality concerns

5.4 The following issues raised are not material planning considerations:

- The developer's focus is profit
(**Officer Comment:** This is not a material planning consideration)

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

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

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

6.2 Principle of the development

National Policy

- 6.2.1 The National Planning Policy Framework 2021 (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.

Regional Policy

- 6.2.2 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.
- 6.2.3 London Plan Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.2.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.
- 6.2.5 London Plan Policy D6 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. London Plan Policy

D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.

Local Policy

- 6.2.6 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.7 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.
- 6.2.8 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 stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.9 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.
- 6.2.10 The Development Management Development Plan Document 2017 (hereafter referred to as DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.2.11 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.2.12 Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided and supports the provision of new flexible community facilities in accessible locations.

Site Allocation

- 6.2.13 The Site Allocations Development Plan Document (DPD) 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.
- 6.2.14 The site forms part of Site allocation SA23 'Clarendon Rd North' of the Site Allocations Development Plan Document (DPD) 2017. Site Allocation SA23

designates the site for the 'Realignment of Clarendon Road' and creation of an employment led mixed use development to complement the Clarendon Square development site. Site allocation SA23 of the Site Allocations DPD 2017 has the following Site Requirements and Development Guidelines:

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan
- No buildings need to be retained
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane
- The maximum quantum of employment floorspace feasible should be provided on this site
- Residential development may be suitable on site in order to increase the viability of new workspace
- Alternative re-provision of the West Indian Cultural Centre will need to be agreed
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with Policy DM38.
- The site adjoins north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development

Development Guidelines

- Heights should be restricted where they adjoin the properties on Hornsey Park Road
- Taller development will be acceptable on the west side of Clarendon Rd
- This site is identified as being in an area with potential for being part of a decentralised energy network
- The design of this site should consider the impact the railway embankment will have on future occupants
- Potential contamination on site should be considered
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity
- This site is in a groundwater Source Protection Zone and therefore any development should consider this
- Business uses should respect adjacent residential.

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

Masterplanning and Site Allocation

- 6.2.16 SA23 of the Site Allocations DPD 2017 requires development proposals to be accompanied by a site wide masterplan. Policy DM55 of the DM DPD states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.
- 6.2.17 The site was previously proposed to be part of a wider comprehensive development proposal within SA23 of the Site Allocations DPD 2017 for a scheme which incorporated the Clarendon Recovery College immediately south and the African Caribbean Cultural Centre further to its south east. However due to land ownership issues it has not been possible to bring forward the wider site for development and the intention now is to develop the three development parcels of land independently of each other, but within a master plan framework so to ensure each parcel can be developed independently but still coherently as a whole. This proposal focuses on the first phase of this masterplan site which is the northern most part.
- 6.2.18 This applicant has provided two masterplan options (Option A and B) both of which ensure that the African Caribbean Cultural Centre and the site allocation requirements for employment floorspace can be re-provided in the future. The Master Plans allow for a deliverable phased approach that would include the re-provision of the African Caribbean Cultural Centre; new public realm and open space; the provision of marker buildings; and active frontages to Clarendon Road.
- 6.2.19 The Master Plans (Option A and B) have been developed with reference to the surrounding Clarendon Square development which provides a suitable model for development of the whole of this allocated site. Master Plan Option A incorporates a central open space between the northern and western elements (two, six, eight and eleven storeys in height) and the southern element (twelve and fourteen storeys in height); whilst Option B infills this central area. Option A provides for a new cultural centre over two floors; whilst Option B provides for a single storey cultural centre. Both options provide for circa 1,300 sqm of commercial floorspace; circa 1,100 sqm of cultural floorspace; and 182 new homes.
- 6.2.20 The approach to layout and massing for this proposed development has been informed by these Master Plan options for the Clarendon Recovery College and the African Caribbean Cultural Centre. The master plan options can re-provide the African Caribbean Cultural Centre which is the site allocation requirement. The applicants have demonstrated that this proposal would be wholly compatible with an effective completion of the rest of the development on those two sites. The applicants have also demonstrated that a separate development on just the Clarendon Recovery College site, would be compatible with these proposals.

6.2.21 Other sites within the site allocation are separated by at least the width of the street and many are currently unlikely to be redeveloped in the near future. Nevertheless, it is considered that the street width separation and a pattern of development that includes courtyards off the street, will maintain a pleasant streetscape and good residential amenity. This development can be considered compatible with that pattern of development, provided neighbouring sites are consistent in 'carrying through' that pattern, and therefore can be considered compatible with potential future developments on the northern or western sides of the neighbouring streets to this site.

6.2.22 As such, it is considered that the applicant has submitted a workable and logical indicative masterplan which demonstrates how Clarendon Road can be realigned to widen and moderately straighten the road and this site would green-up the chicane frontage, with a set-back building line, widened pavement, new street trees and raingardens. This accords with the requirements of Policy DM55 of the DM DPD and SA23 of the Site Allocations DPD 2017 and is therefore acceptable.

5 Year Housing Land Supply

6.2.23 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).

Land Use Principles

6.2.24 The proposed development would replace the existing Jessica Buttons factory, temporary nursery and church with a mixed-use development.

Loss of community use

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

- a) the facility is no longer required in its current use;
- b) the loss would not result in a shortfall in provision of that use; and

c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site

6.2.26 The existing nursery and church do not provide the land uses (and general aims) of the site allocation which seeks employment use on this site. Planning permission was granted under planning permission reference HGY/2019/2664 for the change of use of the site at ground floor level to D1 use class (under old use classes order) to operate as a church and nursery for a temporary period of three years only. The temporary relocation of the church and nursery function to this site was permitted to ensure these important community uses continue to operate during the demolition and construction phase of another development under the applicant's ownership at nos. 423-435 West Green Road (planning permission reference HGY/2018/1806). Once the site at 423-435 West Green Road is complete the church and nursery would relocate to that new building.

6.2.27 The loss of the temporary church and nursery, which would be relocated back to West Green Road) is considered acceptable and consistent with designated site allocation (SA23) and would ensure the long term aims and regeneration aspirations of the council for this site are delivered.

Proposed mixed use – Employment and Residential Uses

Employment

6.2.28 Site Allocation SA23 identifies the site for a mixed-use development comprising employment and residential uses with an alternative re-provision of the African Caribbean Cultural Centre. The site allocation identifies an indicative capacity of 5,390 square metres of employment floor space across the allocation as a whole. The allocation specifically mentions that residential use may be necessary so that the “proceeds from residential development can contribute financially” to provision of the employment use and “to increase the viability of new workspace”.

6.2.29 This site is also subject to the requirements of Policy DM40-Non-Designated Employment Land and Floorspace of the DM DPD.

6.2.30 On non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f) which are set out below;

a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;

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

6.2.31 The proposed development would provide 560 square metres of employment floor space which almost replaces the existing amount of employment floorspace in its entirety (595 sqm) currently on the site. The Site Allocations DPD identifies a minimum development capacity of 5,390sqm square metres of employment floor space across the allocation as a whole. The Katerina House (50a Clarendon Road) development which occupies the site to the north east also falls under the north eastern part of this site allocation received planning permission for 580 sqm of employment floor space. The proposal in conjunction with the Katerina House development would equate to 1,140sqm of re-provided employment floor space across the site allocation and the masterplan options could deliver a further 200 and 500 sqms respectively. Whilst this would not deliver the full capacity identified it would deliver a substantial increase in the overall employment floorspace within the site allocation. There are further sites within this same site allocation which are yet to come forward for development and have potential to deliver the employment capacity as set out in SA23. Furthermore, this proposal would provide good quality employment floorspace which is considered further below.

6.2.32 The proposed employment floorspace is in the form of flexible commercial floorspace (Use Class E) designed as individual duplex units comprising both a basement and ground floor level to ensure an active frontage and a good level of prominence for future commercial operators. The basement is extended with lightwells within each unit and individually accessed. It is envisaged that the basement areas will be used as ancillary space, meeting rooms, WCs and kitchenette/storage. The commercial space has been designed as small commercial units to attract small local businesses. The flexible uses are proposed to increase the opportunity for obtaining an end operator to fill the space in the long term however a condition is attached to ensure the uses are employment generating uses. The applicant has confirmed that that the commercial market is viable at present and that the proposed commercial units would be appropriate for a range of Class E uses. Notwithstanding this, the

applicant has provided comparable evidence to demonstrate there is currently a high demand for flexible commercial spaces to be used as offices, studios and light industrial purposes in the area. The applicants have also stated that there is interest in the smaller units.

- 6.2.33 The existing building is 595 sqm in area which is understood to support 14 jobs. The existing commercial floorspace will be replaced by 560 sqm of flexible commercial floorspace (Class E). Whilst there would be a marginal net loss of employment floorspace on this portion of the site, the scheme would support a significant increase in employment opportunities. The existing site currently represents an inefficient use of land and very low employment density. The commercial element of the proposal would provide a denser 'jobs-to floorspace' ratio and would therefore increase the potential number of jobs to 40 jobs (depending on the end user).
- 6.2.34 There is no affordable workspace provision proposed as part of the proposal, however, there is potential for neighbouring sites within this site allocation to provide the affordable workspace capacity of the site allocation. The development plan's site allocation does not include affordable workspace and it clearly sets out that the intention was for some residential use to financially support a straightforward employment use, on its own merit.
- 6.2.35 The commercial floorspace at 560 sqm is considered suitable for this portion of the site as also it strikes the right balance between employment provision and ensuring an appropriate standard of amenity to be provided for future occupants of the proposed residential units.
- 6.2.36 It is likely that the day to day operation of the neighbouring sites could be affected by on-going construction activities. However, redevelopment activity is temporary and the proposal would not compromise the operations of surrounding employment uses. Mitigation would be provided as part of Construction Management Plan requirements.

Residential Use

- 6.2.37 The proposal would introduce an additional 51 self-contained residential units that would contribute to meeting the identified housing targets and deliver the aims of the Site Allocation SA23.

Conclusion

- 6.2.38 The proposed development would be in accordance with the land use planning requirements of the site allocation, which is for employment-led mixed use development, as well as achieving the required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above. For these reasons the proposed

development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.3 Affordable Housing and Housing Mix

Housing and Affordable Housing Provision

- 6.3.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.
- 6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent and intermediate housing respectively. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD highlights a preference for social and affordable rented accommodation.
- 6.3.3 Policy H4 of the London Plan seeks to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a 'threshold approach', whereby schemes meeting or exceeding a specific percentage of affordable housing by habitable room, without public subsidy, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR). Such applications are not required to submit viability information and are also exempted from a late stage review mechanism.
- 6.3.4 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.

Viability assessment and review

- 6.3.5 The applicant originally proposed 35% affordable housing by habitable room (based on no grant funding). Since submission, the proposals have been amended and the scheme remains over 35% affordable by habitable room (35.6 %). The applicant's offer of 35.6% affordable housing (by habitable room) means that the application benefits from London Plan Policy for "fast track" consideration and does not need to provide a Financial Viability Assessment (FVA). In order to ensure that the maximum reasonable amount of affordable housing is delivered, S106 planning obligations securing Early Stage Viability Review are recommended. These obligations would re-consider viability in the event that any planning permission is not implemented within two years and if a planning permission is implemented but then stopped before completion.

Amount, type, location

- 6.3.6 The applicant initially proposed a tenure split of 59% affordable rented housing and 41% intermediate housing. Since submission, the proposals have been amended and the tenure split has been revised to 59.6% affordable rented housing and 40.4% intermediate housing. The proposed tenure split is broadly policy compliant which seeks 60% affordable rent and 40% intermediate housing respectively. The proposed intermediate housing has also been amended to introduce 3 London Living Rent units alongside 4 Shared ownership units.
- 6.3.7 Whilst there would be fewer low cost rented units than originally proposed the scheme has a greater number of larger affordable rented units which is considered to be an acceptable 'trade off' and nevertheless remains policy compliant in terms of amount and type of housing provisions which would contribute towards the borough wide affordable housing target.
- 6.3.8 S106 planning obligation will ensure that the Council has the first right of refusal to purchase all of the Affordable Rent.
- 6.3.9 The affordable rented accommodation is located on the first and second floor with the intermediate housing located on the second and third floor. All tenures would be accessed via the same entrance and core which would use a fob controlled lift to restrict access to the dedicated floors for the different tenures.
- 6.3.10 The applicant has confirmed that the scheme is designed so that all future residents will have access to all residential parts of the development, regardless of tenures. This includes sharing the same communal entrance and lobby area accessed off Clarendon Road and the same lift access to the upper floors including the communal amenity space located on the sixth, eighth and eleventh floors.

Affordable Housing Dwelling Mix

6.3.11 Haringey's Housing Strategy identifies a targeted housing mix for affordable housing. The table below sets out the proposed development's dwelling mix by tenure and how this relates to the target mix for affordable housing.

Unit type	Low Cost Rent	Intermediate	Low Cost Rent Total (Target)	Intermediate (Target)
1 bed	5	0	22.2% (10%)	42.9% (30%)
2 bed	2	5	44.4% (45%)	42.9% (60%)
3 bed	3	1	33.3% (45%)	14.2% (10%)
Total units	10	6		
Total (Hab Rooms)	28	19		

6.3.12 The proposed affordable housing dwelling mix as amended is now much closer to Haringey's recommended mix. The amended scheme has a greater number of larger affordable rent units.

Overall Housing Mix

6.3.13 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.

6.3.14 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.

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

6.3.16 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.

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

Unit type	Accommodation mix		
	Total units	%	Wheelchair accessible (M4 3)
Studio	3	5.9%	
1-bed 2- person flats	19	37.3%	2
2-bed 3- person flats	9	49%	2
2-bed 4- person flats	16		
3-bed 4- person flats	3	13.7%	
3-bed 5- person maisonettes	1		1
Total	51	100%	5

6.3.18 The proposed mix is not considered to represent an unacceptable over-concentration of 1 and 2 bedroom units given the site's location within an area considered to be generally less suitable for family housing on a site where development is required to be employment led but also a highly sustainable location i.e. in close proximity to public transport. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Tall Buildings

Suitability of Site for Tall Buildings

6.4.1 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.

6.4.2 Site Allocation SA23 states that taller development will be acceptable on the west side of Clarendon Road, however heights should be restricted where they adjoin the properties on Hornsey Park Road.

- 6.4.3 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) in 2016.
- 6.4.4 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around Wood Green Haringey Heartlands, as being suitable for tall buildings. It also prescribes a range of requirements for tall buildings. As well as being located in suitable areas and being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts. Clusters of tall buildings should also demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.
- 6.4.5 The DM DPD defines ‘tall’ buildings as being those which are ten storeys or greater in height and ‘taller’ buildings as those which generally project above the prevailing height of the surrounding area and are lower than ten storeys.
- 6.4.6 The proposed development includes a part six, eight and eleven storey building buildings which steps down to two storeys to the east.
- 6.4.7 The location of the proposed tall building is within the area designated as being suitable for tall buildings area as identified in Table 2.2 of Policy DM6 of the DM DPD.
- 6.4.8 The proposed scheme incorporates buildings up to 11 storeys at the west, but steps down to two storeys to the east, with the two storey base providing a strong link to the immediate context. This is considered acceptable as the site falls outside any locally significant views and vistas and due to its location at the entrance to the Heartlands. Moreover, the site provides an opportunity to mark the corner with a distinctive, taller building. The building is of a similar scale to the Railway Approach development to the south of Turnpike Lane and reflects the higher buildings within the Clarendon Square development to the north.
- 6.4.9 The GLA’s Stage 1 response states that it is satisfied the proposed development complies with Part B of London Plan Policy D9 as it is located in an area identified as potentially suitable in the development plan for tall buildings.
- 6.4.10 The consideration of the tall buildings as a function of the overall development design and its impact on local character, protected views, local climatic conditions, ecology and all other relevant matters will be assessed in the sections below.

Townscape

- 6.4.11 Policy D9 of the London Plan states that where suitable tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.
- 6.4.12 Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context.
- 6.4.13 The Council's Design officer has reviewed the proposal and notes that a tall building in this local is appropriate as a "Landmark" by being a wayfinder and a marker within the proposed masterplan for this area, marking the junction in Clarendon Road and forming a subsidiary part of an intended cluster at the key junction of the Turnpike Lane crossroads (where the tallest node will be on the African Caribbean Cultural Centre site), and forming a gateway to the heart of Haringey Heartlands. He notes the proposed building will also be capable of being considered a "Landmark" by being elegant, well-proportioned and visually interesting when viewed from any direction as discussed below. The urban design analysis and 3D model views of the proposal satisfactorily shows that the tower could be a successful and elegant landmark, contributing to the planned cluster of tall buildings.
- 6.4.14 The applicant has demonstrated how they have considered local and more distant views within the Design and Access Statement. The local views taken are from Turnpike Lane looking east, Hornsey Park Road and Clarendon Road looking south, The Avenue looking east and the Clarendon Square development. In terms of long distance views, from Alexandra Palace the proposal is visible within the overall context of the Haringey Heartlands developments which includes Clarendon Square. In the foreground of this view is the lower New River Village development, to the west of the railway corridor. The proposed scheme, to the east of the railway, is of an overall height appropriate to the townscape scale of Heartlands. From Hillfield Avenue and Hornsey High Street which are local high points, the proposed scheme is obscured by the local townscape and has no impact. From the Waterworks which is west of New River Village the proposed scheme is just visible on the skyline in the context of New River Village. The proposal appears to be at a similar height to the development in the foreground due to the viewing distance and is considered an appropriate scale. The Design officer notes that the urban design analysis and 3d model views of the proposal satisfactorily shows that the tower could be a successful and elegant landmark, contributing to the planned cluster of tall buildings.
- 6.4.15 The Design Officer notes that the significant contrast between the base, middle and top enables the design to be successfully "read" in more distant views. The GLA's Stage 1 comments have raised no objection to the impact of the tall building on the townscape as the variation in height, stepped massing and crown would make a positive contribution to the emerging skyline. The GLA's Stage 1 comments also note that in mid-range views the building would aid in

wayfinding and legibility, with the tallest element of the building landmarking the point where the two branches of Clarendon Road intersect. Additionally, the building's materiality blends well with the townscape given the prevalence of brick in the existing and emerging context. With respect to immediate views, the ground floor is proposed to be well animated ensuring a direct relationship with Clarendon Road; and the height and design of the base would also relate well to the nearby residential properties on Hornsey Park Road. Widened pavements, the introduction of tree planting and the overall improvement of the public realm are also going to help maintain a pedestrian scale.

- 6.4.16 Therefore, this proposed development is considered appropriate in this location, legible as a landmark and as part of a wider composition, striking and distinctive in design, in support of meaningful aspects of the design and of high-quality architectural design capable of being seen as beautiful.

Microclimate and Wind Assessment

- 6.4.17 Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and that tall buildings within close proximity to each other should avoid a canyon effect and consider the cumulative climatic impact of the buildings.
- 6.4.18 A Microclimate Assessment has been submitted, levels of pedestrian comfort and distress were quantitatively assessed against the widely used Lawson Criteria (LDDC method), as set out in Building Aerodynamics by Tom Lawson, [Imperial College Press (2001)]. The assessment used Computational Fluid Dynamics (CFD) to simulate wind from 36 wind directions, and combined the results with meteorological data to assess the conditions against the quantitative thresholds. As a conservative measure, the simulations did not include the effect of the many proposed and existing trees and other soft landscaping. Both Wind Tunnel (WT) scale modelling and Computational Fluid Dynamics (CFD) modelling are imperfect models of real world effects, and for a building of this nature would provide near-identical assessments.
- 6.4.19 The assessment included the existing building in the current context, the proposed building in the current context and the existing context/cumulative developments.
- 6.4.20 Simulations show that the site of the proposed development is in a very sheltered location. The proposed building is likely to increase wind speeds in the adjacent roads but in all places these are likely to remain within the assessment criteria. Simulations showed no likely regions of pedestrian distress
- 6.4.21 It was concluded that simulations show that the impact of the proposed massing on the pedestrian wind microclimate for either comfort or distress is

likely to produce conditions that are acceptable, and therefore meets the policy test referenced previously.

- 6.4.22 The GLA's Stage 1 comments note that given the approach to design and materials, no adverse impact from solar glare is expected. Details of a lighting strategy will be secured by a condition. As such, it is considered that the proposal would be acceptable in terms of its impact on the local microclimate.

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 with the Quality Review Panel).
- 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 Policy 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 on three occasions; firstly as a comprehensive scheme which included the Clarendon Recovery College and the African Caribbean Cultural Centre in August 2020 and November 2020. Following this the Quality Review Panel (QRP) assessed the first phase of this comprehensive scheme independently in August 2022.
- 6.5.9 The full Quality Review Panel (QRP) report of the review on August 2020 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The panel broadly supports the proposed scheme, which it feels makes a welcome contribution to the local area and has the potential to create a prominent gateway building. The panel understands the land ownership constraints informing the wider development and supports Masterplan A, which it feels is the more deliverable option and offers greater permeability given the surrounding context. The overall scale of the development seems appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. As design work continues, the panel would encourage further work to create greater variety and texture across the scheme's facades, to improve the appearance of the building, both from a distance and at ground / podium level. It also asks for further thought about the flat layouts in terms of daylighting levels, particularly at the lower floors. The panel also feels that daylighting of the scheme's entrance, and the clarity of layout and ease of circulation within this area is problematic and would benefit from a more generous and welcoming treatment. It also feels that the area occupied by the proposed disabled parking provision is excessive, and suggests that Highways are engaged further to consider how this might be reduced. While recognising the provision of green / amenity space at various levels throughout the building, the panel has concerns about the low level of green / amenity space at ground floor level.

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

Table 1

Panel Comment	Officer Response
Access strategy While supportive of Masterplan A's permeability, the panel has concerns about the approach to the scheme from the south / Turnpike Lane. It suggests that further thought is given to how this vista might be opened up, and how the detailing of the building at ground level might support this. The panel suggests further consideration is given to the design and layout of the building's main entrance at ground level. The arrangement of the reception area, corridors and stair / lift access appears overly complex and unresolved The panel recommends further work with Highways to address the disabled parking provision, where creating two bays with forward-access both in and out is leading to an excessive allocation of space. Re-allocating a proportion of the current parking provision to create a more generous entrance to the building at that location would be beneficial to the scheme overall.	QRP comment noted, additional consideration has been given to the treatment of the ground/ first floor, particularly when viewed from the south and to give the building greater clarity in long views To address this, the applicant has revised the ground floor plan which now proposes a more direct route to the lift area. The entrance approach and ground floor has been opened up and a straight access to the lift area created. The cycle store has been relocated, allowing for a more generous lobby area. QRP comments noted however the two disabled parking spaces have been retained but the area now allows for access to the plant area at basement level in order to better utilise the area.
Architecture The panel is broadly supportive of how the building sits within its surrounding context, with the tallest element of the scheme appropriately signalling as a	QRP comment noted. Regarding the detailing of the building the applicant has reviewed the detailing and the upper floor with a crown treatment to visually

'gateway' building. However, the panel recommends further consideration of the detailing of the building to increase 'elegance' and 'delight'. The treatment of each of the building's elevations would benefit from further thought, with a view to introducing variety across the facades. This might be achieved through changes in windows / materials / brickwork, with this detailing being sensitive to the context faced by each different elevation The aim should be to lighten the appearance of the building, which the panel feels is currently quite heavy. The panel points to the brick textures and colours used in other recently completed buildings in the area as reference points. In addition, the panel would welcome further thought on the design of the building's base / podium, middle and top, with consideration given to the introduction of variety and texture through these levels. The panel also feels that the verticality of the building might be reduced by revisiting the current window treatment, and further consideration given to, for example, horizontal banding at junctures across its facades. The panel welcomes the increase in dual-aspect provision since the scheme's last review. However, the panel has concerns about daylighting to some of the deeper flats' interior spaces, particularly at the lower floors. It recommends further improvements to	reduce it and increase the elegance of the building. To address this, the applicant has revised the elevational treatment of the building, particularly the southern elevation, where an increased rhythm has been introduced. In order to break up the vertical emphasis horizontal banding has been introduced, along with different materials and fenestration The applicant has given further consideration to the choice of materials in order to lighten the appearance of the building. This has included looking at materials being used in surrounding developments, notably the Clarendon Square development. To address this, the applicant has developed the design further to distinguish between the base, middle and top of the building through the choice of materials and detailed design treatment To address this, the applicant has proposed a greater horizontal banding and changes to the window arrangement has been introduced to reduce the verticality of the building To address this, the applicant has revised the layout to improve levels of daylight/sunlight. Kitchens have been relocated closer to windows; windows have been enlarged; and lightwells introduced. The scheme will maximise light from the wintergardens and by opening up balconies to the east.
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this aspect of the scheme are considered	
Landscape The panel welcomes the access afforded to the rooftop garden spaces for all tenures. However, it still has concerns about the level of this provision given the number of residents to be accommodated Similarly, with the current scheme proceeding independently of prospective future development of the College and Cultural Centre sites, the panel expresses its concern about the low level of provision of amenity / green space at ground level	QRP comment noted however the proposed child playspace meets the GLA standards for under 12s and the scheme offers a range of outdoor amenity spaces on 6th, 8th and 11th floor level as well as providing each home with its own private amenity space. In addition, the scheme is also close to a number of green spaces including the park in the Clarendon Square development. QRP comment noted however the provision of amenity/green space at ground level is constrained at this site. A series of landscaped roof terraces are proposed. The applicant has sought to enhance the public realm around the site, with improved landscaping. The Design officer notes how its landscaped quality would become evident and connect to the “greened up” eastern chicane of Clarendon Road



Image 2 Design in Context

Form, Bulk, Height and Massing

6.5.11 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for a mixed-use development having regard to its location, constraints, and opportunities. In particular, the scale and form of the proposed building successfully responds to the existing neighbouring developments as the building steps down from at 11 storeys at the west, to two storeys to the east, with the two storey base remaining a strong link to the immediate context. The Council's design officer has been consulted on the proposal and notes that the Clarendon Square development, which is a short distance to the north of this site and adjoins the northern edge of Site Allocation SA23, is the most significant and is considered to form a suitable model for development of the whole of this allocated site. In particular; the gradation of heights from low to the backs of the existing two and three storey terraced houses east, to higher to the railway embankment to the west, is followed. The site provides an opportunity to mark the corner with a distinctive, taller building. The suitability of the site for tall buildings and their townscape impact has been considered acceptable (in the relevant section above) and thus is not assessed again here.

6.5.12 The Design officer notes that the proposal is designed with a distinct two storey base, in a darker brick on a more open grid, expressing the commercial uses and residential entrances, and incorporating first floor flats behind terraces. The base will feature intricately detailed brickwork, reflecting details used in the Clarendon Square development and providing a more robust facade, where traffic and discolouration is likely to be greater. The middle is then formed by more domestically scaled windows in a two-storey grid of windows and recessed balconies, in a middle-toned brick, with the top expressed as a four-storey giant frame with infill of more textured brickwork. The form of the proposed tower is also expressed in the “cascade” of roof terraces down its eastern side, integrated into the two-storey grouping of the middle of the composition and better integrating this taller building into the lower rise buildings to its east.

6.5.13 The Council’s design officer notes that the detailed design of the tower has undergone extensive revision and refinement, in conjunction with numerous workshops with Officers, at pre-submission stage, particularly in making the tower more slender and elegant.

Architectural Expression, Fenestration and Materiality

6.5.14 The architectural style of the proposed building has been carefully considered and would present an orderly, elegant and exceptionally carefully designed elevational treatment which reads successfully in local and more distant views due to the significant contrast between the base, middle and top.

6.5.15 The Council’s design officer notes that in the base (ground and first floor), the darker brick frame has a textured detailing, and windows are larger, with the small areas of remaining intervening brickwork flat. Over the middle, the main expanses of brickwork are flat with textured brick spandrels between paired windows and projecting horizontal bands between each pair of floors, integrated to the steps in the eastern façade and at the top, larger expanses of textured brickwork and larger windows are between the flat brick giant four storey frame that also hides rooftop plant and lift overruns.

6.5.16 Windows are also vertically proportioned, except in the base, expressing the different residential and commercial uses. Importantly, window reveals, and brick profiling generally will be deep, giving a solidity and vibrancy to the well-considered façade modelling, and adding to residents’ privacy. Roof terraces are screened behind high parapets, coordinated into the pairing of floors, supplemented by a low balustrades. Balconies are always recessed, for added privacy and to better integrate them into the building and façade composition. Balustrades are designed with vertical balusters to give light into and views out from them whilst giving some privacy and hiding clutter in more oblique views.

6.5.17 The proposed materials palette is brick-based, with a crème brick proposed for most floors and a darker grey brick for the ground and first floor base. The

design officer notes that the materials are appropriate for their location. 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.

Streetscape Character and Pattern of Development

- 6.5.18 The Council's design officer notes that although redevelopment of the two neighbouring sites immediately south i.e. Clarendon Recovery College and the African Caribbean Cultural Centre will be required to fully repair the streetscape, this proposal goes a long way to improve the streetscape. The site provides an opportunity to mark the corner with a distinctive, taller building whilst the most active frontage faces north and east comprising of the residential main entrance and shopfronts of the three commercial units.
- 6.5.19 No significant new public realm is created in this proposal, however a series of landscaped roof terraces, small courtyard/lightwell space are proposed within the site. The development also provides a net gain in usable public space with increased permeability across the site with wider footpaths, street furniture and planting creating opportunities for street trees and sustainable urban drainage coordinated with existing and proposed services. High quality design especially of public realm is being delivered by other developments within Heartlands, particularly Clarendon Square, and as set out in the proposed masterplan more, more is expected as part of the African Caribbean Cultural Centre development, with which this proposal will be integrated.

Design Summary

- 6.5.19 The architectural form, composition and materials would be of high quality and appropriate to the location and context and would encourage further development of this important part of the Haringey Heartlands Growth Area towards the anticipated landmark development at the key crossroads on Turnpike Lane.
- 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 proposed dwellings meet or exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a recessed balcony that meets the requirements of the Mayor's Housing SPG Standard 26. Three of the flats at first floor level facing the Clarendon Road entrance approach would have winter gardens due to the double storey base to the building at this prominent southern entrance the private amenity space would have to sit within the external envelope of the building. 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. All homes would also have access to the landscaped communal amenity space at roof level. A large majority of the dwellings (61%) are dual aspect with the remaining single aspect dwellings either east or west facing. There are no single aspect north facing flats.

Accessible Housing

- 6.6.4 London Plan Policy D7 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 achieve compliance with Building Regulations M4 (2) and just under 10% of units (9.8%) achieve M4 (3) compliance. Whilst this is marginally lower than 10%, there is potential for neighbouring sites within this site allocation to provide more wheelchair accessible homes and whilst it is marginally lower than the 10%, the rest of the dwellings achieve compliance with Building Regulations M4 (2). The proposed building provides step free access throughout and incorporate a two passenger lifts suitable for a wheelchair user. Two accessible car parking spaces are provided at ground level and the applicant has confirmed that existing on street bays can provide additional accessible car parking spaces in close proximity to the site if there is demand. All routes around the site would be level access.

Child Play Space provision

- 6.6.6 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.
- 6.6.7 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires a total of 189.3 square metres of play space for all age groups. Of this total for under 5s there is a requirement for 89 sqm of play space and for 5-12 year olds, there is a requirement for 64 sqm of play space which equates to 153 sqm in total based on the latest GLA child playspace calculator.
- 6.6.8 The development proposes 105 sqm of communal playspace for 0-4 year olds and 45 sqm of communal amenity garden at 6th floor level. Which exceeds the policy requirement for under 5s. However there is 39sqm of communal playspace for 5-11 years olds a shortfall of 25sqm. Given the large amenity space that can be provided by the wider masterplan this shortfall is considered acceptable in this instance.
- 6.6.9 The playspace proposed will generally include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-11 years old. The playspace will be accessible to all tenures. For older children (12-17) the site is also well served by parks and open spaces. The closest is Hornsey Park which is in close proximity to the site and the large play area within New River Village, Wood Green Common and Alexandra Park are within walking distance.



Image 2 of communal child playspace

6.6.10 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

- 6.6.11 The development incorporates east facing windows and balconies with an outlook onto the inaccessible roof at second floor level and new communal amenity space at roof level whilst also allowing passive surveillance and animation to the playspace on the sixth and eighth floor. In expectation of the neighbouring development on the Clarendon Recovery College site coming forward for development, this scheme generally turns its back on its southern flank and all south facing windows (to bedrooms, bathrooms, kitchens and circulation), that will be set back further from the site's boundary will face onto the small lightwell.
- 6.6.12 In terms of privacy, the applicant's masterplan goes into detail of how two possible neighbouring developments could match this site's development quantum without creating any privacy concerns. The proposed development has been designed to ensure that the potential for material levels of overlooking is avoided whilst ensuring that the remaining parcels of land (within the master plan) can be developed to their optimum capacity.
- 6.6.13 As such, it is considered that appropriate levels of amenity in terms of outlook and privacy for future residents of the proposed development would be achieved for the proposed units.

Daylight/sunlight/overshadowing – Future Occupiers

- 6.6.14 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. Computer modelling software was used to carry out the assessments. It concludes that the proposals would achieve good levels of daylight to the proposed dwellings. 12 rooms in the whole development would receive less than the BRE Guide recommended daylight levels, of which seven are very close to the recommendations. Three relevant rooms (living rooms within 90° of south) fail to achieve the BRE recommended sunlight levels however these rooms are located at the north/north-west facades which allows for a reduced amount of sunlight exposure. The number of dwellings with living rooms facing solely north, northeast, or northwest has been minimised in this scheme. All of the proposed outdoor communal amenity spaces meet the recommendations.
- 6.6.15 The indicative masterplan proposals would not to have a significant impact on the quality of accommodation within this site. The western third of the application site's southern façade, covering most of the tallest part of the proposal, is completely blank and designed as a party wall. In the centre of the southern façade is a recessed "lightwell", about 3m back from the site boundary, with windows to stairs and common parts, not requiring any

particular daylight levels, and east facing second bedroom windows perpendicular to the neighbouring site, likely to have good daylight levels as long as development on the western end of the neighbouring site does not extend much beyond the application site. The eastern half of the application site's southern boundary is where this proposed development steps down in height; it contains windows facing the wider masterplan, but set back at least 2m from the boundary. Most are to bedrooms and bathrooms, with some second or third windows to living rooms at the eastern corner. As no living rooms rely on the southern façade, there will be zero effect on sunlight. Most of the rooms potentially to have their daylight affected by development on the neighbouring site are bedrooms, and most achieve more daylight than the BRE Guide recommended standard. Three of the bedrooms on the 1st floor are amongst the 12 rooms across the proposed development that fall short of the BRE Guide recommended standard. Nevertheless, it should be possible for any development, including the indicative masterplan, to not make the daylight levels significantly worse, and not to affect the assessment that overall this proposal would achieve good levels of daylight to the proposed development.

- 6.6.16 Overall it is considered the units would benefit from adequate levels of daylight and sunlight.

Other Amenity Considerations – Future Occupiers

- 6.6.17 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13.2 of the report).
- 6.6.18 With regards to noise, the application is accompanied by a noise assessment which sets out the glazing requirements to ensure suitable internal noise levels are achieved.
- 6.6.19 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 future occupiers of the development.
- 6.6.20 A separate communal waste store for the residential units and commercial unit is located in a dedicated area within the main building. All refuse/recycling storage facilities are conveniently located with direct and level access to either Clarendon Road or the disabled parking area to facilitate ready access for waste collection operatives. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

6.6.21 The applicants met with the Metropolitan Police Secured by Design (SBD) Officer at pre-application stage and discussed their concerns around the design and layout of the scheme.

6.6.22 The applicant has confirmed that the lower communal terraces will be overlooked by residents, which will help to prevent any anti-social behaviour and the upper communal terrace can include CCTV as a deterrent to any anti-social behaviour. Fobs can be time managed so that there is no access to roof terraces late at night at an agreed time. A more detailed management plan for the amenity spaces is required. This can be secured by the imposition of a condition.

6.6.23 The Secured 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 requiring provision and approval of lighting details in the interests of security.

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, specifically 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 Policy DM1 'Delivering High Quality Design' of the DM DPD 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 existing neighbouring residential properties.;

6.7.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only 21 neighbouring existing residential windows found to lose a

noticeable amount of daylight, and 15 neighbouring windows losing a noticeable amount of sunlight.

- 6.7.5 The only residential properties affected would be 16 north facing windows in Westpoint apartments, 13 of which are only marginally affected and the remaining 3 are beneath overhanging balconies, and 5 windows in Katerina House (50 Clarendon Road) which are to windows below overhanging balconies. Four relatively small windows to the rear of nos. 23 & 29 Hornsey Park Road that would lose noticeable amounts of sunlight are close to rear projections to their south making it difficult to avoid some loss. The assessment also finds that no existing neighbouring external amenity spaces would lose noticeable amounts of sunlight. Given that the existing building is a low 2 storey structure, meaning neighbours have been receiving more day and sunlight across the application site than would be expected, these results can be considered wholly acceptable.

Privacy/Overlooking and outlook

- 6.7.6 In terms of privacy, other neighbouring potential development sites are all separated from this site by at least a street width, with the closest separation distance 19m which would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows. It should also be noted that in many flats where bedrooms face the street, they are recessed behind balconies.
- 6.7.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents.
- 6.7.8 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

- 6.7.9 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.7.10 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.
- 6.7.11 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.

- 6.7.12 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.
- 6.7.13 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current use of the site as a temporary nursery and church and the current urbanised nature of the surroundings. A condition will be imposed ensuring a noise management strategy is provided.
- 6.7.14 Therefore, it is considered that the proposal would not have a material adverse 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 has a PTAL value of 4-5, which is considered 'good' to 'very good' access to public transport services. Bus services are close by, Turnpike Lane Underground station is a 9 minute walk away, and Hornsey rail station is a 7 minute walk away. Areas of 'excellent' public transport accessibility level (PTAL) (value 6A) are also close by. The site is located within the Wood Green Outer Controlled Parking Zones, which has operating hours of 0800 – 1830. The Wood Green Inner Controlled Parking Zones boundary is close by, at the junction of Clarendon Road with Hornsey Park Road to the west of the site.
- 6.8.4 The Transport officer has been consulted and notes that in terms of trip generation, the current use of the site and the temporary use granted as a nursery and church will have to be taken into consideration. The existing temporary church and nursery use forecasted that there will be some 220 attendees attending the Church with a total of 40 cars arriving and departing

during the busiest time periods. There are a total of 9 car parking spaces on site at present and the remainder of the vehicles would have parked on street. The nursery element would result in 6 car trips during the critical AM and PM periods. As a result of the proposed development fewer trips will be generated when compared to the existing temporary use as a church and nursery.

Access and Parking

- 6.8.5 In terms of access arrangements, a vehicular access will be required to the western side of the site which will require alteration to the existing crossover/access. The proposed development includes changes to the waiting and loading restrictions and public realm changes at the site on the eastern side. The applicant will need to enter into the appropriate Highways Act Agreement to facilitate access to and from the development and the associated highway alterations. This can be secured by legal agreement.
- 6.8.6 The proposal would provide two off street blue badge car parking spaces at ground level for the residential which would meet the 3% blue badge parking requirement. The applicant has proposed conversion of existing on street bays to provide additional blue badge parking in close proximity to the site if there is demand. The Transport officer notes that whilst the London Plan policy requires the ability to provide up to 10%, it is not necessarily expected that this full demand will materialise.
- 6.8.7 A plan for meeting the future demands of the occupiers of the accessible units at the site, and detail of what steps are to be taken to react to demands and implement further on street bays will need to be provided. This can be secured by legal agreement via the parking management plan which will be monitored as part of the travel plan.
- 6.8.8 Any potential parking impacts as a result from the proposed development are likely to be very minor and only result in additional parking outside of the Controlled Parking Zones operational hours. The Transport officer notes that there are sufficient parking restrictions to prevent illegal parking in this location and the proposed development will result in less parking demand when compared to the existing use as a Church. To further mitigate any potential parking impacts, a car club facility is required for the development. This can be secured by legal agreement.

Car Free

- 6.8.9 A 'car-free' development is proposed and permits would not be allocated to the new properties for on street parking. Due to the site's public transport accessibility level (PTAL) (4-5 - 'good' to 'very good' access to public transport services) the proposed development would therefore be acceptable as a car free

development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Cycle parking

- 6.8.10 Long stay cycle parking providing 93 cycle spaces is proposed in an internal cycle store at basement level for the residential component and an access lift will be provided. Short stay visitor cycle spaces providing 12 spaces are proposed on Clarendon Road. The Transport officer notes that as the short stay/visitor cycle parking appears to be located within the highway adjacent to new areas of public realm that will be created by this development the applicant will need to enter into the appropriate Highways Act Agreement to secure detailed drawings of the public realm works.
- 6.8.11 Cycle parking provision for the commercial use will need to be provided. This can be secured by the imposition of a condition on any grant of planning permission.
- 6.8.12 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.
- 6.8.13 As such, the cycle parking is acceptable subject to the relevant condition/legal agreement being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

- 6.8.14 Delivery and servicing activity will take place from the adjacent kerbside from the carriageway. Smaller service vehicles could use any available CPZ bays, larger vehicles would need to park to the perimeter of the development. A regime of adjustments to existing on street waiting and loading restrictions will be required to ensure that any proposed changes are safe and appropriate from the highway perspective. This can be secured by the imposition of a condition. The applicant will also need to enter into a legal agreement to make any alterations to the highway. In addition, an enhanced delivery and servicing plan to address the issues above will be required. This can be secured by the imposition of a separate condition.
- 6.8.15 In terms of refuse and recycling collection for the residential and commercial component, this will take place from both sides of the development. It is expected that all commercial waste collection will be undertaken privately which will enable a fully managed solution that can be timed outside of peak delivery times. The proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team. Further details can be included in the enhanced Delivery and Servicing Plan that will be secured by the imposition of a condition.

Construction Logistics and Management

- 6.8.16 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to enter into a legal agreement to monitor the development proposal and other development proposals in the Wood Green area to ensure that activities are coordinated and safety and integrity of the highways network is maintained. A detailed Construction Logistics Management Plan is also required. This can be secured by a legal agreement.
- 6.8.17 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.9 Basement Development

- 6.9.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.9.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.9.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the basement works would be acceptable, as required by Policy DM18 of the Council's DM DPD 2017. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.
- 6.9.4 The proposal seeks to create a basement level to facilitate cycle parking spaces, three commercial units and commercial plant room. The applicant has submitted a detailed Basement Impact Assessment which has been reviewed by the Council's Building Control and meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.
- 6.9.5 While certain aspects of the works cannot be determined at this stage (i.e. structural works to the party walls) a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.

6.9.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

6.10 Sustainability, Energy and Climate Change

6.10.1 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.

6.10.2 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.

6.10.3 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.

6.10.4 The development guidelines within Site Allocation SA23 'Clarendon Road South' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area.

6.10.5 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

6.10.6 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. 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

- 6.10.7 The development achieves a site-wide reduction of 63.3% carbon dioxide emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal ASHP and future connection to the Decentralised Energy Network and a minimum 16.69kWp solar photovoltaic (PV) array. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy, details relating to the future connection to the DEN and overheating strategies which can be dealt with via condition.
- 6.10.8 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 63.3% 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 42.7 tonnes of CO₂ from a baseline of 67.5 tCO₂/year
- 6.10.9 The applicant has proposed a site-wide saving of 9.7tCO₂ in emissions (14.3%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. A total of 5.7 tCO₂ (10%) and 4.0 tCO₂ (38.6%) reduction of emissions are proposed for residential and non-residential part of the development respectively. This goes beyond the minimum 10% and 15% reduction for residential and non-residential development respectively set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.10.10 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 27.7 tCO₂ (47.7%) reduction of emissions are proposed under Be Green measures.
- 6.10.11 The development is expected to explore options to connect to the Council's district energy network, which will provide heating and hot water to the proposed dwellings. If the development cannot connect to the energy network it will instead be heated through the provision of air source heat pumps.
- 6.10.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution (£70,680 (indicative) inclusive of 10% monitoring fee) will be subject to the detailed design stage. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built. This figure of would be secured by legal agreement.

Whole Life Carbon and Circular Economy

- 6.10.13 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.10.14 SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste.
- 6.10.15 Assumptions made with respect to maintenance, repair and replacement cycles (Module B) should be stated for all materials and align to RICS PS Guidance.
- 6.10.16 The GLA notes that the applicant has provided an estimated mass (kg) of reusable and recyclable materials for each building element category. The applicant should review where the EoL scenario is recycling but the quantity is noted as reused.
- 6.10.17 The GLA requested further actions to be taken on whole-life carbon, which is strongly supported by LBH Carbon Management.
- 6.10.18 The applicant has submitted an updated Circular Economy Statement. The GLA notes that the operational waste Management Strategy demonstrates how the proposed development will achieve the relevant targets and meeting the requirements of the relevant London Plan Policies.
- 6.10.19 A pre-redevelopment audit & pre-demolition audit has been prepared for this project. Sections 1-3 of the report looks at site opportunities for the retention of existing buildings and provides reasoning that retention and refurbishment have not been pursued for this project. (and from the site redevelopment audit)
- 6.10.20 The GLA requested further actions to be taken on Circular Economy , which is strongly supported by LBH Carbon Management.
- 6.10.21 The Council's Carbon Officer and the GLA is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Overheating

- 6.10.22 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files, and the cooling hierarchy which includes external shading, lower g-value and cooling coil capacity as mitigation measures consecutively.

- 6.10.23 The report which has been updated has modelled all south and west facing windows including a 500mm overhang, plus all west facing windows including an additional 500mm side fin to the south side. These mitigation proposals have reduced the number of overheating hours by approximately 5%.
- 6.10.24 The applicant has confirmed that the model accounts for 12.19 W/m heat loss per metre run of pipe. The MVHR system is proposed for all dwelling with a trim-cooling capacity of 2.2kW for the largest 3-bed flats and be able to provide constant air at 18.9°C with a flow rate of 60/90/120 l/s for the 1Bed/2Bed/3Bed respectively, for the whole flat.
- 6.10.25 The efficiency and air changes of the proposed mechanical ventilation are as follows: Balanced whole flat MVHR: 0.7 (70%) heat recovery efficiency. SFP (1/2/3 wet rooms) = 0.42 / 0.50 / 0.61 W/l.s, respectively.
- 6.10.26 Air source heat pumps (ASHP) is proposed for both heating and cooling of the non-residential portions of the development (e.g., for the 3 no. commercial units at ground level). The specification of the proposed ASHP is COP = 2.6 / EER = 6.0.
- 6.10.27 The Council's Carbon Officer is satisfied a building user guide or a formal heatwave plan can be submitted at a later stage, and as such this matter can be secured by condition.

Summary

- 6.10.28 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.

6.11 Urban Greening, Trees and Ecology

- 6.11.1 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.
- 6.11.2 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.
- 6.11.3 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.

6.11.4 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

6.11.5 The urban greening factor (UGF) identifies the appropriate amount of urban ‘greening’ required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. There is existing greening to the south-east of the site. The proposed development would include permeable paving, rain gardens and street trees with tree pits at street level and wild life planting, raised planters are proposed at roof level. In addition a bio-diverse roof at roof level is proposed. The site currently achieves an urban greening factor of 0.28 and the proposed development achieves an urban greening factor of 0.43 which exceeds the minimum target 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. Details of landscaping can be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

Trees

6.11.6 One tree will be retained to the south of the site (T2) and a total of 5 trees have been identified for removal (T3, T4, T5, T6 and T7) around the site. Of these trees, 3 are Category C. Trees classed as category C are defined as being of low quality and estimated to have a remaining life of 10 years. Two of the trees are Category B. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. These trees to be removed are too close to the proposed building (T3 and T4) and the proposed development will impact on the root protection area and crown (T5 and T6). Although the removal of these trees is regrettable, it is proposed that seven new trees comprising of four large semi-mature trees and one standard tree on the roof garden are provided. There are a further two small trees on the main roof garden i.e. Alamanchier or similar resulting in a net gain of 2 trees. Notwithstanding this, the masterplan in future phases allows for 6 new large trees in the central square.

6.11.7 The Council’s Tree Officer has been consulted on the proposal does not raise any objections subject to adherence with the Tree Survey, Arboricultural Impact

Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees, proposed species, and aftercare programme to be planted.

Ecology and Biodiversity

- 6.11.8 Log piles, bat and bird boxes are proposed to utilise the proposed roof as a feeding ground for local fauna, bird bath and drinker water features are proposed to provide fresh water for invertebrates, bats and birds, exposed rock forms would provide a variety of habitats and would be installed on the-roof to support native species alongside insect walls and bee boxes. Hedge planting and shrub planting is proposed at ground and roof level. A biodiverse roof with sedum and wildflower and biodiverse brown roofs are also proposed to maximise the number of native species assisting with achieving the highest ecological value.
- 6.11.9 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.
- 6.11.10 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

6.12 Flood Risk and Drainage

- 6.12.1 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. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources. The sites 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.
- 6.12.2 There are no surface water bodies in the immediate vicinity of the site. It is therefore proposed to drain surface water from the development to a surface water sewer which is owned and maintained by Thames Water.
- 6.12.3 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. The proposed development includes blue roofs and an underground attenuation tank located under the basement slab. A pump is proposed adjacent the attenuation tank which also restricts the rate of flow to the Thames Water surface water sewer. It is deemed possible to design proposed site levels to direct surface water offsite in the event of a flood occurring from overland flows or a local drainage system failure without causing any unsafe flood depths inside the proposed building.

6.12.4 Thames Water raises no objection with regards to waste water network and sewage treatment works. Thames Water recommends imposing a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.13 Air Quality and Land Contamination

6.13.1 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.

6.13.2 The proposed development is considered to be air quality neutral however the applicant is required to provide an addendum Air Quality Assessment of the proposed development taken into consideration the likely operational impact on the development by its proximity to a busy road i.e. so as to be able to reach an informed decision on its significant effects on the proposed development site and the overall local air quality. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.13.3 Concerns have been 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

6.13.4 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.

6.13.5 A Desk Study Basement Impact Assessment was carried out by Geotechnical & Environmental Associates Ltd 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 secured by condition, the Council's Pollution Officer raises no objections.

6.14 Fire Safety

6.14.1 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.

6.14.2 In line with London Plan Policy D12 and Planning Gateway One, a Fire Statement has been submitted in support of this application. As the proposed building is over 30 metres in height, the design of the building was amended to include two staircases to the upper floors following publication of the National Fire Chiefs Council statement and government consultation, and the fire strategy was amended. The fire strategy confirms the residential areas of the building will utilise a defend-in-place evacuation strategy, whereas the non residential and ancillary areas will utilise a simultaneous evacuation strategy from the various demises.

6.14.3 All tenures access either stair or the secondary stairs only as directed by the London Fire Brigade, if the primary stair is in use for fire fighting purposes, residents who are less mobile and need to be evacuated by management will be taken down in the evacuation lift. All tenures on all floors would have access to both stair cores and lift.

6.14.4 A formal detailed assessment will be undertaken for fire safety at the building control stage.

6.14.5 The Health and Safety Executive (HSE) has reviewed the scheme following the amendments which include the two staircases and has commented on the means of escape and fire services access that will be subject to later regulatory assessment. Following a review of the information submitted HSE has confirmed that they are satisfied with the fire safety design, to the extent that it affects land use planning.

6.15 Employment

6.15.1 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 Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.

6.15.2 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.

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

6.16 Conclusion

- The development would be of a high-quality design including a very well-designed tall buildings which respects the visual quality of the local area, respond appropriately to the local context, and would not impact negatively on local heritage assets. The development is also supported by the Council's Quality Review Panel.
- The proposed development would meet the requirements of Site Allocation SA23 'Clarendon Rd South' and fulfil the requirements for the site as set out in the Council's Site Allocations DPD.
- The development would provide 35.6% on-site affordable housing by habitable room in the form of 9 flats for affordable rent and 7 flats for intermediate, which is an accepted tenure split.
- The development would provide 51 residential dwellings, contributing towards much needed housing stock in the borough
- The development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate approximately 18 jobs.
- 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 and have access to communal amenity space.
- The proposal provides good quality hard and soft landscaping
- 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 development would be car free and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements
- The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £277,403.625 (4,297.5 sqm x £ £64.55) and the Haringey CIL charge will be £1,053,274.28 (4,297.5 sqm x £245.09. 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. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to section 106 Legal 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

Drawing no.	Plan Name
3572 PL(20) 001	Location Plan
3572 PL(20) 002	Site Layout Plan
3572 PL(20) D00	Demolition Plan
3572 PL(20) E01	Existing Site Plan
3572 PL(20) E01	Existing Floor plans
3572 PL(20) E02	Existing site elevations
3572_PL(20) B1 P1	Proposed Basement Level
3572 PL(20) 100 P1	Proposed Ground Floor Plan
3572 PL(20) 101 P1	Proposed First Floor
3572 PL(20) 102 P1	Proposed Second Floor
3572 PL(20) 103 P1	Proposed Third Floor
3572 PL(20) 104 P1	Proposed Fourth and Fifth Floor
3572 PL(20) 106 P1	Proposed Sixth Floor
3572 PL(20) 107 P1	Proposed Seventh Floor
3572 PL(20) 108 P1	Proposed Eighth Floor
3572 PL(20) 109 P1	Proposed Nineth and Tenth Floor
3572 PL(20) 111 P1	Roof Terrace Floor
3572 PL(20) 120 P1	Proposed Roof Plan
3572 PL(20) 200	North Elevation
3572 PL(20) 201	West Elevation
3572 PL(20) 202	East Elevation
3572 PL(20) 203	South Elevation
3572 PL(20) 210	East + West Context Elevations +MP

3572 PL(20) 210 e	East + West Context Elevations +Existing
3572 PL(20) 211	North + South Context Elevations +MP
3572 PL(20) 211 e	North + South Context Elevations +Existing
3572 PL(20) 250	Bay Study 01 - Entrance
3572 PL(20) 251	Bay Study 02 - Crown
3572 PL(20) 252	Bay Study 03 – East Base
3572 PL(20) 300	Section AA – North/South
3572 PL(20) 301	Section BB – East/West
3572 SK 001	Amenity Diagram
3572 SK 002	Tenure
3572 SK 003	Aspect
3572 SK 004	Access
3572 SK 005	Parking
3572 SK 006	Fire Strategies
3572 SK 007	Bathroom Strategies
3572 SK(70) 01	Wheelchair Accessible Unit A.01.05
3572 SK(70) 02	Wheelchair Accessible Unit A.01.06
3572 SK(70) 03	Wheelchair Adaptable Unit A.06.04 & A.07.04
3572 SK(70) 04	Wheelchair Adaptable Unit A.07.05
Schedule of Accommodation (dated 23.3.23)	Detailed schedule
Summary Schedule of accommodation (dated 23.3.23)	Schedule summaries
3572 SK(20) 004 -01	Tenure Diagrams
3572 PL(20) MP – 150 00B	Basement level Master Plan (illustrative only)
3572 PL(20) MP – 151 000	Ground floor Master Plan (illustrative only)
3572 PL(20) MP – 152 001	First Floor Master Plan (illustrative only)
3572 PL(20) MP – 153 003	Typical lower floor Master Plan (illustrative only)
3572 PL(20) MP – 154 004	Typical upper floor Master Plan (illustrative only)
3572 PL(20) MP – 155 015	Roof plan Master Plan

Documents:

Design and Access Statement prepared by Stockwool; Planning Statement prepared by DLP Planning; Landscape Strategy prepared by Standerwick Design; Preliminary Ecological Assessment prepared by Ecology & Land Management; Transport Assessment prepared by Canapero Associates; Draft Delivery and Servicing Plan prepared by Canapero Associates; Draft Framework

Travel Plan prepared by Canapero Associates; Draft Construction Logistics Plan prepared by Canapero Associates; Economic Impact Assessment prepared by SPRU; Flood Risk and SUDs Report prepared by Graphic Structures; Affordable Housing Statement (included within the Planning Statement); Energy Statement prepared by XC02 (updated April 2023); Overheating Assessment prepared by XC02 (updated May 2023); Sustainability Statement prepared by XC02; Whole Life Carbon Assessment prepared by XC02; Circular Economy Statement prepared by XC02; Arboricultural Impact Assessment and Tree Survey prepared by MJC Trees; Microclimate Assessment prepared by Hilson Moran; Noise Impact Assessment prepared by the PES; Air Quality Assessment prepared by EB7; Daylight/Sunlight Assessment (Neighbouring Properties and Proposed Scheme) prepared by XC02; Fire Statements prepared by My Studio; Basement Impact Assessment prepared by GEA; and Statement of Community Involvement prepared by Thorncliffe.

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 which shall provide 7 new trees.

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 first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority. Reason: In the interest of creating safer, sustainable communities.

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

- 9 The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority. Reason: In the interest of creating safer, sustainable communities.

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 No works on site shall commence until the following details are submitted to and approved in writing by the Local Planning Authority:
- a) A written addendum to the AQ assessment which takes into consideration the proximity of the road B138 and its likely operational impacts including the overall air quality impact on the development hereby approved;
- b) Notwithstanding the submitted details of the location of the baseline monitoring and the Defra mapped background concentrations, a revised baseline monitoring scheme (and a report of the findings) shall be undertaken at / or within close proximity of the site;
- c) A revised Air Quality Neutral Assessment (and report of the findings), taking into account emissions from the installation of any boilers, transport sources and all other sources of emissions within and outside the proposed development hereby approved.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

- 13 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.

14 Before development commences other than for investigative work:

- a. Using the information already submitted in the Desk Study & Basement Impact Assessment Report with reference J20293 prepared by GEA Ltd dated December 2020, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 15 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 MJC Tree Services Limited dated January 2023

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

- 16 The applicant shall provide long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021), cycle parking is to be design and implemented in line with the London Cycle Design Standards

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards.

- 17 The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site both the residential and commercial element of the development proposal

Reason: To reduce the number of trips and reduce the impacts of the development proposal on the highways network.

- 18 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.

- 19 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

- 20 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.

- 21 The applicant must ensure that the project architect (Stockwool 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.

- 22 No development shall take place, including any works of demolition, until Soil investigation from the site itself s undertaken and details are submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In the interests of residential amenity and safety, and Policy D10 of the London Plan 2021, Policy DM18 of the Development Management Development Plan Document 2017

- 23 No development shall take place, including any works of demolition, until Unexploded (UXO) bombs survey is undertaken and the details are submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In the interests of residential amenity and safety, and Policy D10 of the London Plan 2021, Policy DM18 of the Development Management Development Plan Document 2017

- 24 No development shall take place, including any works of demolition, until ground movement assessment and effect on adjoining structures (including the method of monitoring)

No development shall take place, including any works of demolition, until details regarding the movement monitoring that will be undertaken at the adjacent properties is submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In the interests of residential amenity and safety, and Policy D10 of the London Plan 2021, Policy DM18 of the Development Management Development Plan Document 2017

- 25 All the residential units will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended), 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 for accessible and adaptable dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D5

- 26 Prior to first occupation of the development hereby approved a detailed management plan of the communal amenity space on sixth, eighth and eleventh floor shall be submitted to and approved in writing by the local planning authority

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

- 27 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial units shall be occupied by flexible Use Class E(g) only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

- 28 The development hereby approved shall not commence until a Noise Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the following: i. External walls of extension acoustic performance details; ii. Glazing acoustic performance details; and iii. Exit doors acoustic performance; The development

shall be built in full accordance with the approved details and shall be maintained thereafter.

Reason: To safeguard residential amenity.

- 29 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by XCO2 (dated May 2023) delivering a minimum 63.3% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal ASHP and future connection to the Decentralised Energy Network, and a minimum 16.69kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Carbon reduction following the energy hierarchy for future connection to DEN and ASHP scenario;
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction with SAP10 carbon factors;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHP system (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); and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- 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 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.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

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.

- 30 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.

- 31 Prior to the above ground commencement of the development, revised 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 TM52 and TM59 Overheating modelling undertaken by XCO2 (Overheating Risk Assessment dated 15th May 2023).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52/59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- 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 distribution heat losses, external shading, crime, noise and air quality issues are assessed and mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files including external shading, 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 ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Natural ventilation with fully inward openable windows;
- Infiltration rate of 0.15 ACH
- Window g-values of 0.4;
- External shading – overhangs and side fins;
- Mechanical ventilation with summer bypass (40l/s);
- Hot water pipes insulated to high standards.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

Active cooling is not permitted in this development.

If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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.

- 32 Prior to occupation of the residential dwellings, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems. The Building User Guide will be issued to residential occupants upon first occupation.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

- 33____(a) Prior to commencement on site, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

- 34 (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), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
 - 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 root ball of plugs 25cm³) 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.
 - viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the development, 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.

35 Circular Economy (Post-Completion report)

Prior to the occupation of development, a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance.

The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation of development.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.

36 Whole-Life Carbon

Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

37 (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.

(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.

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 £277,403.625 (4,297.5 sqm x £ £64.55) and the Haringey CIL charge will be £1,053,274.28 (4,297.5 sqm x £245.09. 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. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.