Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2025/3156 **Ward:** Hermitage & Gardens

Address: 2 to 240 Block, Tiverton Road, Tottenham, London N15

Proposal: Demolition and redevelopment to provide 17 council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage

Applicant: Haringey Council

Ownership: Council

Case Officer: Sarah Madondo

Date received: 17/11/2025

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that medium sized sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which has been carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 17 homes, improved landscaping and open space. The homes would be social-rent homes. The proposal would result in a 27% reduction in open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable land-use terms, and supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context.

- The proposal would provide a comprehensive hard and soft landscaping scheme and enhancements to public open space.

- Biodiversity Net Gain requirements achieved would be 10.21 this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.45 will also exceed the target of achieving 0.40. These will be met through planting and landscaping. There will also be a net gain of 24 trees.

- The size, mix, tenure, and overall quality of the new homes are acceptable, all of which either meet or exceed relevant planning policy standards. All new homes would have private external amenity space.

- The proposal has been designed to avoid any material harm to the amenity of existing residents and occupiers of surrounding and adjacent properties in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.

- The proposed development would be car free and 39 existing car park spaces would be retained.

- High performance energy saving measures form part of the proposal, which would also include air source heat pumps, green roofs and photo-voltaic panels at roof level.

- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities, sustainable travel initiatives and on and off-site tree planting.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Director of Planning and Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement providing for the obligations set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended heads of terms 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 4th June 2026 within such extended time as the Head of Development Management or the Director of Planning and Building Standards shall in her/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 and informatives.

2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.

2.6 There will also be a Directors' agreement signed between the parties (applicant as the Housing Department and PBS as the Local Planning Authority) to secure obligations that would otherwise ordinarily be set out in a S106 document.

2.7 It is recognised that the Council cannot enforce against itself in respect of breaches of planning conditions, and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.

2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

2.9 A summary of the planning obligations/S106 Heads of Terms for the development is provided below:

1. Carbon offset contribution

- Estimated carbon offset contribution (and associated obligations) of £13,110 (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;
- 'Be Seen' commitment to upload energy performance data;
- Energy Plan; and
- Sustainability Review

2. Car-Capped Agreement

- £4,000 contribution to amend the Traffic Management Order

3. Residential Travel Plan

- Travel Plan; and

- The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan interventions annually for a minimum period of 5 years.
- Undertaking of resident travel surveys in years 1,3 and 5 to monitor and track progress of the travel plan in meeting and exceeding targets, with appropriate remedial measures in situ in case of non-compliance.
- Provision of welcome induction packs containing public transport and cycling/walking information to every new resident of the new dwellings, along with a £200 voucher for active travel related equipment purchases.
- The applicant is required to pay a sum of £1,000 per annum for a period of 5 years £5,000 (five thousand pounds) in total for the monitoring of the travel plan

4. Highways s278 Agreement

- Footway improvement works;
- Access to the highway;
- Access and visibility safety requirements;
- Street furniture relocation;
- Carriageway markings;
- Reinstate footway at redundant vehicular access;
- Corresponding TMO amendment; and
- Repair of damaged footways

5. Demolition and Construction Management Plan

- Submit a Demolition and Construction Management Plan 6 months prior to commencement; and
- Contribute £15,000 to help administer and oversee construction impacts.

6. Affordable Homes

- All of the homes to be secured as Social Rent properties

7. Pedestrian Wayfinding to/from the site

- Contribute £10,000 to encourage sustainable and active travel

8. Local Employment

- Employment and Skills Plan; and
- Skills Contribution

9. Architect Retention

- Applicant's architect/landscaped architect shall be retained (or another appropriate mechanism secured) to ensure the design quality of the development.

10. Management and implementation of one-way system

- Details for the management and implementation of a one-way system on the estate whereby all vehicles access the re-arranged car park and refuse collection point from the vehicular access point adjacent to Block B and exit to Tiverton Road adjacent to Block A. Appropriate signage and a 5mph speed limit will need to be provided.

11. Monitoring Costs

- Obligations monitoring payment calculated in accordance with the
- monitoring fee requirements of the Council's Planning Obligations
- Supplementary Planning Document (SPD) as well as a reasonable financial
- contribution for monitoring Biodiversity Net Gain.

2.10 In the event that members chose to make a decision contrary to officers recommendation, members will need to state their reasons.

2.11 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.2) provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

2.12 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 would be contrary to Policy SP9 of Haringey's Local Plan 2017.

2.13 The proposed development, in the absence of a legal agreement that secures 1) implementation and monitoring of a travel plan 2) car capped scheme 3) a car parking permit free development with respect to the issue of permits for the CPZ would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.

2.14 The proposed development, in the absence of a legal agreement securing energy efficient measures and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.

2.15 The proposed development in the absence of a legal agreement to pay a contribution towards necessary highways works and not having a demolition and management plan in place would have an unacceptable impact on the highway network, would be contrary to Policy T1 of the London Plan 2021, DM32 and DM48 of the Development Management Development Plan Document.

2.16 In the absence of a legal agreement securing 1) the provision of on-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13.

2.17 In the absence of a legal agreement to ensure that the scheme architect/landscape architect be retained (or other such similarly appropriate mechanism be secured) the development would fail to enhance and enrich Haringey's built environment and create a place and buildings that are high quality and attractive; contributing to the distinctive character and amenity of the local area. In this regard the proposal would be contrary to Policy DM1 of the DM DPD 2017 and Policy SP11 of the Local Plan 2017.

2.18 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:

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

Conditions/Informative Summary

(The full text of recommended conditions/informative is contained in Appendix 1of the report.)

Conditions

1. Time Limit (Compliance)
2. Approved plans and Documents (Compliance)
3. Materials and Detailed Design (Prior to commencement of above ground works)
4. Boundary Treatment and Access control (Pre-occupation)
5. Landscaping (Pre-occupation)

6. Biodiversity Net Gain Plan (Pre-occupation)
7. BNG Monitoring (Pre-occupation)
8. Urban Greening Factor (Pre-completion)
9. Energy Strategy (Prior to above ground works)
10. Overheating Strategy (Prior to above ground works)
11. Energy Monitoring: Be Seen (Prior to completion)
12. Sustainability Review (Prior to occupation)
13. Servicing and Delivery Management Plan (Prior to commencement)
14. Cycle Parking (Prior to occupation)
15. Wheelchair Accessible Car Parking (Pre-occupation)
16. Land Contamination (Pre-commencement)
17. Unexpected Contamination (If identified)
18. Air Quality Assessment (Compliance)
19. Non-Road Mobile Machinery (NRMM) (Pre-commencement)
20. Management and Control of Dust (Pre-commencement)
21. Considerate Constructors (Pre-commencement)
22. Thames Water Piling Method Statement (Pre-commencement)
23. Surface Water Drainage (Pre-commencement)
24. SuDS Management and Maintenance (Prior to occupation)
25. Water/Recycling Storage (Prior to occupation)
26. Secured by Design Accreditation (Pre above ground works)
27. Secured by Design Certification (Pre occupation)
28. Tree (Compliance)
29. Wheelchair Accessible homes (Compliance)
30. C3 Use Class (Compliance)
31. Transport for London Infrastructure (Prior to above ground works)
32. Play equipment (Pre-commencement/prior to occupation)
33. Antenna (Compliance/prior to occupation)
34. Noise from building service plans and vents (Compliance)
35. Lighting (Pre-occupation)
36. Landscape and Public Realm (Pre-occupation)
37. Accessible homes (Pre-occupation)

Informatives

1) NPPF
2) Director's Letter
3) CIL
4) Hours of Construction Works
5) Party Wall Act
6) Street Numbering
7) London Fire Brigade
8) Thames Water -Water Pressure
9) Thames Water - Groundwater
10) Thames Water -Water consumption
11) Thames Water - Infrastructure
12) Metropolitan Police Service Designing Out Crime
13) Pollution

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application seeking planning permission for:

- Demolition of hardstanding and construction of two, four-storey residential buildings labelled Block A and Block B;
- Provision of 17 new social-rent homes (Use Class C3);
- Provision of amenity space including new landscaping;
- Provision of refuse/recycling stores;
- Provision of car parking spaces for blue badge holders and cycle parking; and
- Enhancement of existing amenity space within the existing estate.

3.1.2. The proposal seeks to provide 17 new homes with associated landscaping and would be contained within two, four-storey, freestanding buildings constructed on a combination of underused green space and hard standing parking areas (there would be no loss of car parking, but the car parking layout will be reconfigured - this is covered later in the report). The proposal includes two wheelchair user homes which are located on the ground floor and would have their own private amenity space, and dedicated car parking. In addition, the proposal includes significant enhancements to existing neighbouring green spaces at 2-24 Tiverton Road to the south and Tewkesbury Road Open Space to the south-east.

3.1.3. Shared facilities for the proposed homes would include cycle and refuse/recycling stores, which are to be located on the ground-floor.

3.1.4. The proposed new homes would incorporate adequate internal storage and include private amenity space in the form of terraces or balconies. A central communal garden forms part of the proposal that would offer amenity spaces for existing and future residents.

3.1.5. The proposed blocks (Blocks A and B) would have a contemporary appearance, albeit using traditional materials including brickwork, with contrasting detailing for windows and balconies. The simple articulation of the elevations would complement the proportions of the buildings and provide a distinctive and robust architectural language. The proposed buildings would incorporate features such as energy efficient heating including, individual Air Source Heat Pumps (ASHP) for each dwelling and photovoltaic (PV) panels at roof level and high levels of insulation.

3.1.6. Proposed new planting including trees, surfacing, lighting, CCTV and a new pedestrian link are part of a proposed landscaping scheme.

Site and Surroundings

3.1.7. The site is located within a post-war residential estate to the north-east of Finsbury Park. The site currently comprises an underused green space and hard standing parking areas. The site is surrounded by 4-5 storey high residential blocks, car parking and a modest church building located to the north.

3.1.8. The wider area is predominantly residential in character, accommodating a range of property types and styles. Tiverton Estate is within proximity of shops and cafes/pubs and other services located on Seven Sisters Road. Despite its predominantly residential location, varied services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.

3.1.9. The site is served by six different bus routes and is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line. The site is 20 minutes' walk from Seven Sisters Underground Station. The Public Transport Accessibility Level (PTAL of the site is 2 and close to 3, which is a 'moderate' accessibility rating. The site is within the Council controlled parking zone (CPZ) GL B which operates Monday to Friday from 8am to 6.30pm.

3.1.10. The site is not located within, or in close proximity to, a conservation area. Neither statutory nor locally listed buildings or heritage assets are located on, or close to, the site.



Fig1: Aerial view of site of proposed development site for housing, and amenity enhancements (outlined in red)

3.1 Relevant Planning and Enforcement history

3.2 There is no planning or enforcement history for the site. The site where the housing is proposed is currently an underused green space and hard standing parking areas.

4.0 CONSULTATION RESPONSE

Quality Review Panel

1) The scheme has been presented to Haringey's Quality Review Panel on three occasions, in December 2022, May 2025 and a final review in September 2025. The Panel's latest written responses is attached in **Appendix 4**.

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

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

INTERNAL:

LBH Carbon Management: No Objection, subject to conditions

Pollution: No objection, subject to conditions

Trees: No objection, subject to conditions.

Transportation: No objection, subject to conditions/contributions.

LBH Design: Supportive of the application.

LBH Waste: No objection, subject to conditions.

LBH Building Control: No objection raised.

LBH Flood & Water Management: No objection.

EXTERNAL:

Thames Water: No objection, subject to conditions.

Secure by Design / Met Police: No objection, subject to condition.

Transport for London: No objection, subject to condition.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties were sent letters
- Site notices were erected at/close to the site.
- A notice was also put into the local press to advertise the application

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

Number of individual responses: 5

Supporting: 0
Objections: 5

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- Overdevelopment/High Density
- Additional parking required/increase in traffic
- Loss of open space
- Noise and disturbance
- Green energy generation not considered
- Overcrowding
- Proposed green space is gated
- Inadequate parking space for existing and new residents
- Additional green space is required

6.0 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 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. Housing Mix, Tenure and Quality of Accommodation;

3. Design and appearance;
4. Impact on the amenity of neighbouring occupiers;
5. Landscape and Biodiversity;
6. Parking and highway safety/ waste recycling and servicing;
7. Sustainability, Energy and Climate Change;
8. Crime Prevention;
9. Flood Risk & Drainage;
10. Water Efficiency;
11. Air quality;
12. Land contamination;
13. Trees; and
14. Equalities

Principle of development

6.1 *National Policy*

6.1.1 The National Planning Policy Framework (NPPF) (last published in 2024, last updated 7 February 2025) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

6.1.2 Paragraph 73 notes that 'small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should… support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'

6.2 *Development Plan*

6.2.1 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan comprises the Strategic Policies Development Plan Document (hereafter referred to as the Local Plan), Development Management Development Plan Document (hereafter referred to as DM DPD) and the London Plan (2021).

6.3 *London Plan*

6.3.1 The London Plan 2021 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan sets a

number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPGs) that provide further guidance.

6.3.2 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.

6.3.3 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

6.3.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.

6.3.5 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.

6.3.6 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Local Plan

6.3.7 Haringey's Local Plan Strategic Policies 2017 sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.

6.3.8 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.

6.3.9 The Development Management DPD 2017 (DM DPD) supports proposals which contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.3.10 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.

6.3.11 Policy DM13 of the DM DPD makes clear that the Council will seek to maximise affordable housing delivery on sites.

6.3.12 Policy DM20 'Open Space and Green Grid' of the DM DPD states that development that protects and enhances Haringey's open spaces will be supported. The policy continues, stating that the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, it would secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.

6.3.13 In summary, the Mayor of London and the Council are keen to bring forward development which delivers high-quality affordable housing, optimises the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

6.4 *Draft Local Plan*

6.4.1 As part of preparing a New Local Plan, the Council has recently consulted on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation running from 10 October to 19 December 2025.

6.4.2 Paragraph 48 of the National Planning Policy Framework (NPPF) states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework

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

6.5 *Land Use Principles*

5 Year Housing Land Supply

6.5.1 Overall, Haringey has a supply of deliverable sites over the next five years to deliver 10,504 homes. This equates to a housing land supply of 5.18 years. To

demonstrate a 5-year housing land supply the Council must have land available to deliver 10,127 net additional homes over the five-year period April 2024 to March 2029.

6.5.2 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).

Loss of Open Space and Provision of New Homes

6.5.3 This proposal would provide 100% of the proposed housing as accommodation for social rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 17 social rent homes of high quality of accommodation.

6.5.4 The existing surrounding area already includes housing consisting of a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to the principle of a mixed and balanced community and make a contribution towards the delivery of borough wide affordable housing target.

6.5.5 The existing site is located in an established and accessible residential area, and comprises an informal open space, with low quality trees and planting. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need. Despite being a green space, the site is not well used other than in terms of visual amenity and pedestrian movements. The space is poorly defined, surrounded by car parking which would be reconfigured in the proposal to ensure no net loss of parking, together with significant landscaping enhancements of existing amenity spaces. Consequently, whilst the existing greenery does have visual and environmental value, the site feels unwelcoming and has attracted anti-social behaviour.

6.5.6 The proposed redevelopment of this site would contribute to the Borough's housing target in accordance with Policy SP2 of the Local Plan. This also aligns with the thrust of the London Plan 2021 which identifies a pressing need for more homes generally with a particular emphasis on including affordable homes.

6.5.7 Whilst the proposal would result in the reconfiguring of existing open space, given the poor nature and usability of the existing space, officers consider that a new housing development, which would include well-designed green spaces including a new communal garden and a net increase in the number of trees on the site; providing a high quality, usable, accessible environment, with Urban Greening Factor (UGF) and Biodiversity Net Gain (BNG) targets met or exceeded.

to be acceptable As such, proposal is considered to be in accordance with Policy DM20 of the DM DPD.

6.5.8 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area.

6.5.9 As such, the principle of developing the open space and hard landscaped carparking, with new affordable accommodation and no net loss of parking, is considered acceptable subject to all other material considerations. The land at Tiverton Road, is within an urban location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

6.6 Housing Mix, Tenure and Quality of Accommodation

6.6.1 Policy H10 of the London Plan 2021 states that schemes should generally consist of a range of home sizes. To determine the appropriate mix of home 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.

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

6.6.3 Policy SP2 of the Local Plan 2017 and Policy DM11 of the DM DPD 2017 adopt a similar approach.

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

6.6.5 The proposed development will provide 17 homes (including 2 wheelchair accessible homes) as 100% social rent homes. All homes would be dual-aspect, with the majority being triple aspect.

- 3 x 1 bedroom homes (18%)

- 8 x 2 bedroom homes (47%)
- 4 x 3 bedroom homes (23%)
- 2 x 4 bedroom homes (12%)

- Total = 17 homes (100%)

6.6.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock, and ensure the effective use of public assets and funding.

6.6.7 This location has a moderate Public Transport Accessibility (PTAL of 2) and is served by six different bus routes, is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line and is 20-minutes' walk from Seven Sisters Underground Tube Station. Officers consider the location is suitable for a greater proportion of smaller homes. It is also surrounded by a mix mid-20th century housing as part of the estate as well as early 19th century housing on Seven Sisters Road, providing a wide mix of housing sizes and types for both family sizes and non-family housing. Officers consider that that proposed mix would contribute to an appropriate balance of housing sizes in this specific location.

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

6.6.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor amenity and play space/accommodation standards

6.6.10 All homes have been designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type;
- Private amenity space in line with GLA requirements;
- Bedroom areas meeting NDSS requirements;
- General internal storage provision meeting GLA/NDSS requirements; and
- The 3 bedroomed homes would have open kitchen/dining areas and the 4 bedroomed homes would have separate dining areas and separate kitchens.

6.6.11 All dwellings would achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. In terms of aspect and layout, all homes would be dual aspect, with most triple aspect. The Design Officer considers this to be an excellent outcome and directly addresses Quality Review Panel (QRP) concerns about day-to-day experience and outlook. Officers note that the ground floor homes would benefit from front doors and living room / kitchen windows to street / courtyard, along with improved defensible space landscaping, providing exemplary natural surveillance.

6.6.13 Every new home would benefit from private and communal amenity spaces, (garden, balcony or terrace), and residents would share a central communal courtyard (which would also be open to the wider public during daytime, but locked at night), designed for doorstep play, seating and planting to address QRP comments. Seating areas would be provided amongst ornamental landscaping, car parking for residents with blue badges, and servicing access for refuse collection and maintenance would be provided. The proposal also includes improvements to local open spaces and a shared surface street, with a clear commitment to a 'child friendly streets' approach, to address QRP comments.

6.6.14 The proposed development would include dedicated cycle and refuse stores. The dedicated cycle and refuse storage would be located adjacent to entrances with internal access. This approach addresses comments made by the QRP who suggest that cycle store be easy to access.

6.6.15 The number of homes per core range from 2 to 3; this is in accordance with the Mayor's Housing Design Standards, London Plan Guidance (LPG) June 2023. All dwellings would have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are proposed to be well laid out to provide useable living spaces and sufficient internal storage space.

Child Play Space provision

6.6.16 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. It sets out the need to provide new play facilities as part of development proposals, with at least 10m2 of play space per child provided. 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.

6.6.17 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of homes in accordance with the current GLA population yield calculator. The proposed development requires a total of 205 square metres of play space for all age groups.

6.6.18 The proposed development provides courtyard with a total of 286 sqm of dedicated child play for 0-11 years old. The courtyard would provide centrally located 'door-step' type of play space aimed at younger children in overlooked location close to entrances to new homes. It is also expected that children would use the whole central courtyard space for play, including scooting and cycling. The child playscape including central courtyard space is significantly overlooked by the proposed windows and balconies of the proposed development to ensure natural surveillance is established. Older children (12-17) and young adults would use surrounding play and sports facilities targeted at these age groups, specifically the playground 10 metres north of the site and Tewkesbury Road Open Space, 50 metres to the south.



Fig2: Courtyard Visualisation

6.6.19 The play space provision for younger and older children is policy compliant and therefore acceptable.

Inclusive access

6.6.20 The proposed development does not include any lifts, and this was a concern raised by QRP. To address this concern, the development would have a step-free access to all ground floor homes and communal spaces, including enhanced inclusive measures such as additional on plot storage for buggies, wider stairs/landings, and re provision options for households where mobility needs change over time. This would be secured via the imposition of a condition on any grant of planning permission.

Accessible Housing

6.6.21 Policy D5 of the London Plan 2021 seeks to provide suitable housing and genuine choice for London's diverse population, including people with disabilities, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who may have future accessibility needs. Policy SP2 of the Local Plan 2017 is consistent with this, as is Policy DM2 of the DM DPD 2017, which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.6.22 All proposed homes are designed to meet GLA standards and Nationally Described Space Standards (NDSS). This includes:

- Gross unit area meeting or exceeding overall spatial requirements for unit type.
- Private amenity space in line with GLA requirements.
- Bedroom areas meeting NDSS requirements.
- General internal storage provision meeting GLA/NDSS requirements.
- 2nd living/dining areas for 3-bed units.
- 2.5m ceiling heights.

6.6.23 In addition, the accommodation meets further requirements of the Haringey affordable housing programme including provision of showers to the 2nd WC in the 3-bedroom and 4-bedroom apartments.

Part M4(3) and M4(2) standards

6.6.24 Two homes are designed to meet Part M4(3) standards for 'wheelchair user dwellings'. These meet stringent standards and activity spaces required under the standard. The M4(3) apartments are to be located on the ground floor of Block A and Block B. The other homes within the development would meet Part M4(2) of the Building Regulations, 'accessible and adaptable'.

6.6.25 The designs have been reviewed by LB Haringey's Occupational Health Specialist to ensure they meet resident needs and Haringey's wheelchair homes standards.

Daylight/ Sunlight

6.6.26 The applicant has provided a Daylight and Sunlight Report following the methods explained in the Building Research Establishment's publication 'Site Layout Planning for Daylight and Sunlight- A Guide to Good Practice' (3rd Edition, Littlefair, 2022), known as 'The BRE Guide'. Daylight and sunlight studies have been undertaken for the proposed development. The internal study identifies 59 habitable rooms across 17 dwellings (39 bedrooms, 3 kitchens/dining, 14 Living/Kitchen/Diners, 3 living rooms) within the proposed development. Daylight was assessed via illuminance targets over ≥50% of the reference plane for ≥50% daylight hours; targets used were 100 lux (bedrooms), 200 lux (KDs) and 150 lux (LKDs/living rooms). Sunlight exposure to rooms was tested on 21 March, with the expectation of ≥1.5 hours to at least one habitable room per dwelling (preferably a main living space).

6.6.27 With light coloured finishes (BRE high reflectance assumptions), 58/59 rooms (98%) meet targets; the only remaining shortfall is the Living/Kitchen/Diner(LKD) in Block B Flat 1. This demonstrates a clear mitigation pathway via lighter interior palettes. 56/59 rooms (95%) would meet the sunlight exposure target; all dwellings would meet the standard (that is ≥1.5 hours in at least one habitable room per dwelling, typically a living space). The three rooms not meeting are north facing: Block A Flat 1 (GF) bedroom, and Block B Flat 1 (GF) LKD and Block B Flat 2 (1F) bedroom; in each case, the dwelling still complies with the BRE guidelines.

6.6.28 The Design Officer notes that for a compact, estate infill layout of two 4 storey blocks, the internal performance is strong in both daylight and sunlight terms. The small number of daylight shortfalls (predominantly deep LKDs and north facing ground floor rooms) are minor in extent, have clear proposed mitigations (proposed light finishes; careful internal layout and lighting), and would not prevent every dwelling from achieving an acceptable sunlight outcome. On balance, the proposed homes would provide good living amenity for future occupiers.

6.6.29 In considering the BRE report (and the above assessment) against all other material planning consideration, officers consider that, on balance, against the wider social benefits of the proposal, the urban context and given the relatively high level of compliance with BRE recommendations, the proposal is acceptable, providing a high standard of well- designed and much needed housing and associated amenities.

Noise and vibration - future occupiers

6.6.30 The NPPF states, in paragraph 110 that new development should mitigate and reduce to a minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. Policy D14 of the London Plan 2021 specifically refers to noise and requires development proposals to reduce, manage and mitigate noise impacts. Policy

DM23 of the DM DPD 2017 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.

6.6.31 Nova Acoustics Ltd were instructed to provide acoustic criteria and advice for the planning and design of the scheme. The noise assessment was prepared in September 2025.

6.6.32 The assessment concluded that the vibration 'dose' across both day and night time are significantly below the low probability of adverse impact criteria. This indicates that vibration does not seem to be a cause of concern for future residents. In terms of noise emissions generated by the proposed air source heat pump (ASHP), the report states, that provided the plant limit levels are adhered to, all noise emissions from external plant units would not exceed the existing background sound levels. These are recommended to be secured by conditions as part of any planning permission.

6.6.33 In summary, the standards of accommodation and living conditions proposed are very high and there is a low probability of adverse impact from noise. For a scheme in this location with its site constraints, the proposal represents very good quality homes and living conditions which satisfy the above policies.

6.7 Design and Appearance

National Policy

6.7.1 Chapter 12 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.7.2 It 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.

London Plan

6.7.3 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 2021 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 has taken place here).

6.7.4 Policy D6 of the London Plan 2021 concerns 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 to the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

6.7.5 Policy SP11 of the Local Plan 2017 requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

6.7.6 Policy DM1 of the DM DPD 2017 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 to contribute to the distinctive character and amenity of the local area.

6.7.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for social-rent homes, having regard to its location on Tiverton Road and the wider estate. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, the site's position between the two long rows of 4 and 5 storey flatted developments, mediating the scale of both.

Streetscape Character & Development Pattern

6.7.8 The site is located within a post-war estate to the north-east of Finsbury Park, the site is an under-utilised green space surrounded by 4-5 storey residential block, car parking and highways. A modest church building is located to the north. The proposed two block arrangement would continue the estate's orthogonal east–west grain, while carving out a new, shared, car free central courtyard. The proposals would also set a coherent 'child friendly street' with a shared surface along the estate road. There are proposals for complementary improvements proposed to the nearby open spaces/at the play area by the Faith Baptist Church, the open space in front of 2-24 Tiverton Road and Tewkesbury Road open space. Officers considers that this responds directly to the QRP's request for a stronger, more compelling landscape vision beyond the red line.

Height, Bulk & Massing

6.7.9 The proposed two, four storey blocks are of a modest and of appropriate height. The QRP (Quality Review Panel) supported the overall massing, the use of brick, the scale, articulation of windows, noting the need for a richer and more characterful architectural language. Officers support the proposed two-block

approach given its robust brick vernacular, well-proportioned openings and balcony detailing, which would create a calm, contextual architecture while avoiding pastiche. As such, the modest height and shoulder alignments would sit comfortably within the existing four to five storey contexts.

6.7.10 Officers recognise that the existing surrounding and adjacent built form include three-to-four storey buildings in the late nineteenth century shopping parades, public house and community buildings along Seven Sisters Road. The existing housing estate consists of four, 7 and 17 storey blocks, The Council's 'Eckington' housing development consists of a 10-storey building and the recent 'Rowan Court' development consists of two, three and six storey buildings. It should also be noted that taller developments have also been completed or are under construction in the wider neighbourhood, including the development currently under construction behind Plevna Crescent, at six, eight and nine storeys, and the recent 20+ storey development (Apex Gardens) at the corner of Seven Sisters Road and Tottenham High Road.

6.7.11 As such, given the range and mix of heights of the existing built form in the surrounding area, the proposed two, 4 storey buildings in terms of height, is acceptable. The density of the scheme, and quantum of development, is considered appropriate in its context, including having regard to proximity to public transport, local shops and local services.

Open Spaces and Permeability

6.7.12 The scheme would include the provision of a communal 'courtyard garden' which would be in the centre of the proposed development, resulting in the enhancement of the existing public realm that would benefit future and existing residents adjacent to the site, as well as the wider public. The courtyard is envisioned as a 'social hub', offering a range of pocket spaces designed for play, relaxation, and interaction. Play mounds, naturalistic play elements, and sculptural seating are to be provided. The planting scheme includes low-level perennial beds and high, clear-stem trees, fostering natural surveillance while avoiding the creation of potential hiding places. The layout has been shaped by key pedestrian desire lines, 'creating a natural flow that encourages exploration and movement'. Officers support the applicant's approach to integrating the existing and enhancement of existing spaces as part of a wider vision to improve connectivity within the existing Tiverton Estate.

Elevation Treatment, fenestration materials and details

6.7.13 The scheme adopts a brick led architectural language with contemporary detailing. The QRP requested: (i) more legible and welcoming entrances with a clear hierarchy; (ii) lighter, more varied balcony structures-particularly to the courtyard elevations-with improved privacy (not solid) and larger balconies for family units; (iii) opportunities to vary fenestration in response to the spaces they

face; and (iv) submission of embedded detail (bay studies, balcony soffits/railings, patterned brickwork). The design and materials proposed for the development, indicates progress on each of these points above and shows a tighter, more legible entrance strategy, refined balcony proportions/railings and clearer differentiation between street and courtyard elevations. A condition is imposed requiring details of materials to be submitted for approval.

6.7.14 In conclusion, officers consider the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed accommodation, whilst having regard to the existing architecture within the surrounding townscape.

6.7.15 The proposed residential accommodation is considered be of excellent quality meeting local and borough wide housing need. The proposal would provide shared external amenity provision and will make a significant contribution to improving the legibility, safety and attractiveness of its location and the surrounding area generally. As such, the proposal is in accordance with the above policies.

Quality Review Panel

6.7.16 The Quality Review Panel assessed the scheme at pre-application stage on three occasions - in December 2022, May 2025 and at a Chair's review in September 2025. The QRP concluded that they remained supportive of the principle of the development and key design moves that had been made.

6.7.17 In response to detailed comments by the Quality Review Panel's Chair made in September 2025, the applicant has provided the following, based on the current proposal:

Panel Comment	Officer's Response
Principle of development	
The panel supports the principle of a residential development on the site, the proposed massing was recommended to consider a linear block configuration and consideration of the parking spaces to link existing open spaces across the estate and integrate a linear green route as opposed to central public courtyard.	QRP support noted

Wider integration and site diagram	
It is not clear how the various open spaces across the estate relate to the one another, especially where they are not visible from the site.	QRP comments noted. The enhancement of the 'Green Street' will help to connect the various elements of the proposal. In addition, landscape enhancements to Tiverton Road will enhance the larger context.
Servicing, parking, amenity and biodiversity should be looked at together as part of a landscape-led approach. The panel suggests widening the 'Green Street' and designing it as linear park. This would provide existing residents with positive outlook onto a landscape space that feels accessible to everyone.	QRP comments noted. The liner block approach has been explored in previous proposals. The project has been developed in response to recommendations of the initial QRP review, and with support of Haringey Planning Officers with a 2-block approach. The block approach has been accepted in QRP review no.3.
The placement and orientation on of the new blocks further fragment the public realm. The site layout should place emphasis on the new link, 'Green Street', and help to reconnect the public realm.	QRP comments noted. The no. 3 QRP review acknowledged the additional improvements and has accepted that the 2 Block layout works well.
Parking Strategy	
Rationalisation of the parking strategy is key to ensuring that this development will be a significant improvement on the existing car-dominated environment.	QRP comments noted. The parking strategy has been developed to maintain the existing provision, whilst providing additional planting as well as emphasising pedestrian priority.
Given the current parking stress analysis, the panel recommends engaging with the existing community to inform an appropriate solution.	QRP comments noted. There were a number of concerns from the community regarding loss of parking spaces for existing residents and further concerns of increased traffic with new build. There will be no loss of car park spaces. The layouts have been adjusted to emphasise pedestrian priority as well as providing additional landscaping.
It would also help if the site boundary can be expanded to include the playground	QRP comments noted. No. 3 QRP acknowledged that public realm and

next to the Baptist Church and the parking spaces to the north and the south of the site. These spaces are currently uninviting and would also benefit from enhancement. If they could be included in the proposals, a better solution would be found for the while site.	landscape improvements, both within and beyond the red line are positive and important to the success of the scheme.
Housing typology and site layout It is important to understand the internal layouts of the existing homes overlooking the site, both to create a well-integrated community, and to minimise impact on neighbours.	QRP comments noted. A Daylight and Sunlight assessment has been carried out and shows all the neighbouring dwellings tested meet daylight, sunlight and overshadowing targets except for one dwelling in Tiverton Road. Two bedrooms in the impacted dwelling would experience a daylight distribution loss of 20 to -29.99%, which is indicative of a minor adverse impact as per the BRE guidance. The impacts modelled are minor and not indicative of a significant impact.
Community engagement should also be carried out as soon as possible to inform the scheme. Residents will bring valuable experience of what works well here and what does not.	QRP comment noted. Public Consultation events have been held to help develop the scheme.
Further work is needed to simplify the entrance sequence and create clear fronts and backs.	QRP comment noted. Entrances to the flat are emphasised with a stone flat arch to each building. The duplex flats have separate entrances at ground floor, they would also be emphasised with a stone flat arch.
The entrances on the western elevations appear too deep-set for accessible homes and should be reconsidered.	QRP comment noted. The wheelchair accessible homes would have an entrance from the pavement at the gable end providing a covered entrance.
A linear block set back from Tiverton Road, with maisonettes at lower level and flats above, would achieve more dual aspect homes, reduce the extent of	QRP comments noted. The insert is no more than 1450mm at the deepest point and 1200mm at the shallowest point. The inset allows for a covered porch as well as

external envelope, and provide more distance between blocks. It would also be a more effective use of deck access, which currently feels out of pace applied only to the upper floor of Block A.	relief from the pavement area to the entrances. The inset is more than 2m wide with level access up to 1.5m allowing for a turning circle. The developed two block site layout was supported in the no.3 QRP meeting.
Landscape and amenity space The existing open space on the site has a low biodiversity value in the ecology assessment but does allow residents outlook onto verdant planting. The impact of this loss will need to be mitigated.	QRP commented noted. To mitigate the loss of outlook onto open space, biodiversity net gain and ecology would be improved across four open spaces used by Tiverton Road residents as part of the proposed Landscape Strategy; with renewed and additional play area, new planting, recreational areas suitable for different groups. The improvements are indicated in the Landscape Architect's document.
The central public courtyard will be an appealing space for new residents but is unlikely to feel welcoming to existing residents as it is heavily overlooked.	QRP comment noted. The design team has endeavoured to keep the public courtyard as open as possible and to feel welcoming to both existing and new residents. In consultation with Secure by Design (SBD) officer, 1.8 m high perimeter fencing with gated access was added to the public courtyard as well as 1.5m high fencing to private amenities at ground floor. This was designed to feel as open as possible with metal railings maintaining outlook. Natural surveillance from the proximity of flats will also be of benefit.
If the site layout remains in this configuration, then the panel suggests enclosing the courtyard for the new residents only. This is more likely to encourage ownership over the space.	QRP comment noted. The public courtyard will be open during the day but closed at night to prevent anti-social behaviour as advised by the SBD officer. Each flat meets the required amenity space for new dwellings in accordance with the London Plan.

There is a disjunct between the size of the flats, which are mostly larger family homes, and the amenity provision on the site. The panel asks for careful consideration of how the quantity and quality of amenity, including play space, will meet resident needs within the site boundary.	QRP comment noted. Each flat meets the required amenity space for new dwellings in accordance with London Plan Policy D6.
The play offer across the whole scheme needs to be reviewed and a clear strategy put in place. The play space next to the church should be included in the wider play space offer. Visibility and access to the space should be improved.	QRP comment noted. The development also meets the required play provision for children and young people.
Architecture The panel asks for exploration of the proportions, detailing and materiality of the architecture, to create elegant elevations and respond to the context.	QRP comment noted. The application documents have been developed to include detailed elevational and sectional drawings of all key elevations, highlighting all external materials.
The ground floor needs particular attention. The entrances should be designed to create a street presence and a welcoming arrival home. Details such as different sill materials will contribute.	QRP comment noted. The scheme has been developed to enhance the street entrances. In addition, low level planters will provide a buffer to the ground floor windows.
It is not clear why the blocks have chamfered corners. These create challenging internal layouts and should be reconsidered.	QRP comment noted. The chamfer helps to frame the new shared garden.
The panel recommended additional work be undertaken to develop the architectural language of the proposal. In particular, emphasis to create legible and more characterful entrances to the buildings.	QRP comment noted. In response, the scheme has been developed to provide a coherent architectural language to the buildings with entrances clearly articulated with stone details.

The panel requested additional information/work to be undertaken on the architectural language of the proposal.	QRP comment noted. The application documents have been developed to include detailed elevational and sectional drawings of all key elevations, highlighting all external materials.
The panel recommended further work on the privacy of the ground floor apartments. With that in mind, they noted the benefit of the inclusion of the brickwork planter on the Tiverton Road.	QRP comment noted. In response, the proposed design now includes low level brick planters around the building that will provide a buffer to the ground floor apartments. The deck access design has been revised to comply with fire safety requirements, with solid balustrades and low-level glazing removed. Further detailed development will be undertaken in close consultation with a Fire Engineer Ground floor external areas have been carefully developed in consultation with the Secure by Design (SBD) Officer to create a safe environment for residents.
Internal layout	

Some of the homes are large than the Greater London Authority enhanced home sizing requirements. To maximise value and the number of homes that can be provided, the project team should check that the homes do not overprovide on floorspace, head height, and the resulting external envelope.	QRP comment noted. The two wheelchair accessible homes are larger than GLA space standard for provision of Building Regulations M4(3) space standards.
Two large family sized duplex homes have a separate ground floor access. The two wheelchair accessible homes have separate ground floor level access.	A third QRP session was held to discuss the proposed massing of the two-block layout in preparation for submission of a full planning application.

6.7.18 Officers consider that the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate and acceptable extent.

6.8 Impact on the amenity of neighbouring occupiers

6.8.1 Policy D6 of the London Plan 2021 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing.

6.8.2 Policy D14 of the London Plan 2021 requires development proposals to reduce, manage and mitigate noise impacts.

6.8.3 Policy DM1 of the DM DPD 2017 states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring residents.

Daylight and Sunlight impact

6.8.4 The applicant's consultant has undertaken a detailed and methodologically robust assessment (BRE) of the proposal's daylight and sunlight impacts on neighbouring homes. All neighbouring dwellings to the proposed development

were appraised and the following properties were assessed for impact by the proposed development:

- 42-240 Tiverton Road (east)
- 26-84 Tiverton Road (south)
- 21-43 Tiverton Road (west)
- 45-67 Tiverton Road (west)
- 69-91 Tiverton Road (west)

6.8.5 Assessments have been made using 'Vertical Sky Component' (VSC) method to measure daylight access to the windows of the neighbouring buildings. Where room layouts were known, assessments have been made using the 'Daylighting Distribution' method to measure daylight access to the habitable rooms inside the neighbouring buildings. The impact of the proposed development has been assessed for five neighbouring building blocks.

6.8.6 The assessment indicates that the day and sunlight received by all neighbouring properties would largely meet the BRE recommended guidance. Across all five blocks, 381 windows and 315 rooms were assessed. 328/381 windows (86%) meet the BRE VSC target (i.e., either ≥27% VSC or ≥0.8× existing). Of the 53 not meeting the target, impacts are distributed as follows: 30 windows would experience minor loss (20–29.99%), 9 would experience moderate loss (30–39.99%), and 14 are recorded as >40% loss; these are highly concentrated in 42–240 Tiverton Road (east) and 26–84 Tiverton Road (south) where deep overhangs reduce visible sky. The 'No sky line' (NSL) analysis shows that 308/315 rooms (98%) would pass, with 7 bedrooms (five in 42–240 and two in 26–84) experiencing minor to moderate losses. Living rooms and Living/Kitchen/Diner (LKD) largely pass due to multiple windows and dual aspects. These outcomes indicate localised daylight reductions, mainly to bedrooms beneath overhangs, with primary living spaces generally maintained.

6.8.7 All 153 south facing tested windows across the three western blocks would meet annual probable sunlight hours (APSH) and winter probable sunlight hours (WPSH) targets; no south facing windows required testing at the eastern or southern blocks because those elevations are ≥90° from due south. 32/36 (89%) assessed garden/amenity areas would meet the BRE 21 March test. The four shortfalls lie within the long eastern block (42–240), where existing built form/overhangs limit sky access; the proposed adds some additional shading but the majority of areas would continue to meet BRE guidance. In an urban estate context with existing overhangs and closely spaced blocks, these results represent a generally compliant daylight/sunlight performance for neighbours, with limited, localised shortfalls primarily to bedrooms rather than main living spaces, and no sunlight shortfalls. On amenity areas, the substantial majority meet the BRE test. On balance, the neighbour impacts are acceptable and accord with the BRE's urban context caveat when applied sensitively.

Overshadowing

6.8.8 The overshadowing impact of the proposed development on neighbouring gardens has been assessed. The BRE report states that amenity spaces should receive at least two hours of sunlight on 21 March, or 0.8 times the existing value, across 50% of its area. A total of 36 gardens have been assessed and the results indicate that 32 out of 36 gardens would exceed the minimum sunlight hours required, resulting in 89% meeting the guidance. The four impacted gardens are located outside 42 - 240 Tiverton Road. The BRE Guide is written with low rise, low density suburban development in mind, so in an area of an urban character and medium rise, medium densities such as this location, slight impacts can be considered very reasonable. The four external amenity spaces are located to the front which is considered to be less sensitive and more of a semi-public space, as such, the impact is considered to be slight. Furthermore, it is considered that there is access to communal amenity spaces in the vicinity of the development, all of which would continue to be easily accessible from all the surrounding dwellings.

Privacy/Overlooking and outlook

6.8.9 Tiverton Estate is predominately residential consisting of several groups of blocks ranging from 2 to 10 storeys and the proposed development at 4 storeys would be lower than some of the blocks. The proposed development has been carefully sited and designed to fit into its context and to safeguard neighbouring residential amenity. In particular, the scale and form of the proposed buildings reflect the shape of the site, its boundary conditions, the nature of the local built environment, neighbouring residential and visual amenity.

6.8.10 The space between the buildings would be softened with a shared surface and planting. It is also accepted that an 18 metres distance in a built-up urban environment is not always achievable, and an element of overlooking is unavoidable in an urban environment. However, it is considered that the proposal has sought to provide as much privacy as possible and is therefore considered acceptable.

6.8.11 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, within an established pattern and form of the existing neighbouring development, the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents. Notwithstanding this blocks A and B have been carefully designed to be lower in height to ensure the massing responds to its context and does not appear visually intrusive when viewed from neighbouring properties.

6.8.12 Overall officers consider that the adjoining properties on neighbouring sites will not be materially affected by the proposed development in these matters. The

proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties and is therefore in accordance with the above policies.

Other Amenity Considerations

6.8.13 Policy DM23 of the DM DPD 2017 states that new developments should not have a detrimental impact on air quality, noise or light pollution.

6.8.14 The submitted Air Quality Assessment (AQA) concludes, and officers agree, that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

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

6.8.16 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, a condition has been imposed requiring a demolition and construction methodology report to be submitted for approval before any demolition/construction.

6.8.17 Therefore, it is considered that the proposal would not have an unacceptable adverse impact on the amenity of existing surrounding residents and occupiers.

6.9 Landscaping & Biodiversity

6.9.1 In addition to the general design-led policies in the previous section, Policy G4 of the London Plan 2021 seeks to 'promote the creation of new areas of publicly accessible open space' as well as 'enhance open spaces to provide a wider range of benefits for Londoners'. Policy G5 of the London Plan requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.

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

6.9.3 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation, including provision of formal play space to standards set out in the Mayor's SPG Providing for Children's and Young People's Play and Informal Recreation.

6.9.4 Policy DM1 of the DM DPD 2017 requires proposals to demonstrate how landscape and planting are integrated into the development and expects

development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.9.5 The proposed redevelopment offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.

6.9.6 The existing site has low amenity value, as there is no seating for residents, no play elements, trees are low quality, all planting is overgrown making the current amenity space inaccessible and underused. The proposed development offers an opportunity to enhance the existing spaces such as, the existing playground to the north, Tewkesbury Road Open Space to the south-east, 2-14 Tiverton Road garden to the south.



Fig 3: Outline of existing and proposed amenity enhancements

6.9.7 A number of key objectives have guided the landscaping strategy including:

- Well-designed green infrastructure;
- A distinctive sense of place;
- A climate positive environment;
- A pedestrian priority environment; and
- Support for local biodiversity.

6.9.8 The proposed landscaping strategy would deliver new connected public realm that has a green character and distinct sense of place. The proposal includes

improvement of three adjacent open spaces, increasing their size where possible, as a result enhancing amenity and biodiversity value by providing new play equipment, seating, tree and shrub planting. The improvements the existing playground, Tewkesbury Road Open Space and 2-14 Tiverton Road garden would connect residents to the existing and proposed open spaces. The planting of new trees, rain gardens and planted edges to the building would set the quality/character of the streets, which would encourage low traffic speeds and promote pedestrian priority. Block paved surfacing and level crossings would provide safe and accessible routes between the development and nearby amenity spaces. Furniture and informal play structures would be incorporated to provide an opportunity for residents to meet and play. In addition to this, playground, Tewkesbury Road Open Space and 2-24 Tiverton Road will be enhanced by incorporating new planting, seating, play areas, rain gardens, planted edges to the proposed/existing homes, and pedestrian priority block paving.

6.9.9 A communal 'courtyard garden' is also proposed, between the two proposed blocks, that would include play areas, planted edges, raised planters with integral seating, a blend of hedging and semi-mature trees. The courtyard is designed to be secured during hours of darkness, to ensure access for residents only. The boundary would consist of a minimum 1.8m height secure boundary, comprising a low brick wall and piers with railing infill, raised brick planters which are located within the courtyard with integrated seating. The fence was incorporated into the proposal in response to consultation with the Secure by Design Officer in order to reduce anti-social behaviour and all enclosures would comply with Secure by Design requirements.

6.9.10 The communal 'courtyard garden' would be an enhancement of the existing public realm, for new and existing residents adjacent to the site, as well as to the wider public. The courtyard is envisioned as a 'social hub', offering a range of pocket spaces designed for play, relaxation, and interaction'.

6.9.11 Designated buffer zones are to be located around the building frontages, adding privacy to the ground floor homes. Planting would provide a soft, natural edge around the buildings, enhancing the landscape while maintaining a clear boundary between private and public spaces.

6.9.12 A bat survey was submitted as part of the ecology report, which states that new the scattered trees/hedgerow provide suitable foraging and commuting habitat for bats, particularly the semi-mature and mature trees at Tewkesbury Road Open Space. Given the already high levels of disturbance from lighting and human activity in this area, the impact is likely to be low, and the proposed planting of new scattered trees throughout the site would enhance biodiversity. Furthermore, two trees within Tewkesbury Road Open Space have bird boxes, which may be used by roosting bats and these trees will be unaffected by the proposed works. To achieve a minimum of 10% biodiversity net gain, estate-wide interventions are proposed including identified areas for tree planting and upgrades to the existing

grassland areas, currently of poor quality, to create more attractive and sustainable green spaces.

6.9.13 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. This includes hard landscaped areas paved in porous concrete setts.

6.9.14 Sustainable Drainage System (SuDS) attenuation would be provided within a geocellular tank located underneath the proposed landscape and access parking area. These areas would be constructed using permeable paving materials which would discharge to the attenuation tank.

6.9.15 Officers consider the proposed landscaping to be of a high quality and sensitive design, that complements the proposed homes, whilst also seeking to connect the proposal and its green spaces with the wider Tiverton Estate, recognising the positive impact of the green space of the future occupiers of the site as well as existing residents. Further details relating to trees are outlined below.

6.9.16 The imposition of conditions on any grant of planning permission will ensure that the proposed landscaping is successfully implemented. Also, a condition will ensure that 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 required to be maintained.

Urban Greening Factor (UGF)

6.9.17 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.45, which complies with the London Plan target score of 0.4 for residential developments.

6.9.18 A comprehensive landscaping scheme is proposed as part of the development in order to cater for the needs of the residents, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, new surfacing, seating and play spaces as part of the treatment of the site.

6.9.19 The proposal represents marked improvements to the hard and soft landscaping on- site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies.

Biodiversity Net Gain

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

6.9.21 Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.9.22 Policy DM1 of the DM DPD 2017 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.

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

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

6.9.25 The proposal includes a sustainable urban drainage system, shrub planting, enhancing of existing amenity spaces and landscaping which results in a 10.21% net gain of area-based habitat units. This is above of the mandatory 10% net gain required and is considered to be acceptable.

6.10 Parking and highway safety/waste recycling and servicing

6.10.1 Paragraph 110 of the NPPF states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.

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

6.10.3 Policy SP7 of the Local Plan 2017 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and

transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31, DM32 and DM33 of the DM DPD 2017.

6.10.4 Policy DM32 of the DM DPD 2017 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for people with disabilities; and parking is designated for occupiers of developments specified as car capped.

Access Arrangements

6.10.5 The site has a public transport accessibility level (PTAL) rating of 2 and close to 3 which is considered moderate. The site is served by six different bus routes and is a 15-minute walk from Harringay Green Lanes Station and Stamford Hill train station, which provides access to London Overground services on the Weaver line. The site is 20-minutes' walk from Seven Sisters Underground Tube Station. The site is within the Council controlled parking zone (CPZ) GL B which operates Monday to Friday from 8am to 6.30pm.

6.10.6 Vehicular and pedestrian access to the new dwellings would be served from Tiverton Road via the existing private estate roads. The number of existing vehicle accesses to/from the Tiverton Estate adjacent to the open space to the front of 24-96 Tiverton Road would be rationalised under the proposals from three to two accesses. The northern and southern accesses would be maintained as existing, the middle access would be closed under the proposals which is a highways safety benefit arising from the scheme. The closure of the redundant vehicle access would result in the reinstatement of the kerb and footpath on Tiverton Road at this location and would also enable the provision of two additional kerb side accessible bays, discussed further in the report.

Transport impact -trip generation

6.10.7 The applicant has provided a TRICs trip generation assessment in the Transport Assessment (TA). The trip generation assumed for the AM (08:00-09:00) and PM (16:00-17:00) peak combined is 25 trips, with the majority of trips (18 out of 25) being made by public transport. The TA states that for the proposed residential use of the site for (17 homes), the majority of peak hour trips are forecast to be by public transport (10 out of 15) – AM peak and PM Peak (8 out of 10). Cycling and walking would make up a large proportion of the remainder of modal share. The daily total for the site forecasts 129 trips (07:00-21:00) with the largest mode shares being 39 trips by underground, 32 by bus, 24 by cycle, 16 on foot and 12 by train. The Council's Transportation Officer's considers that the mode share and trip

generation should be re-apportioned to reflect the PTAL and closer proximity of the site to bus stops and London Overground stations. This matter can satisfactorily be reported to Members in an addendum.

Car parking

6.10.8 At present there is a total of 39 existing car parking spaces, and the existing provision of 39 car parking spaces would be maintained but reconfigured, inclusive of the re-provision of three existing accessible parking bays. The proposed development would be car free, and the proposal would include the provision of two newly created 'Blue Badge' parking spaces along Tiverton Road that would meet the requirement to provide parking for 10% of new dwellings and this will be accordance with the adopted London Plan 2021. As the development would be car free, this would be secured under the Director's letter, prohibiting residents from applying for residential parking permits.

6.10.9 A parking survey has been included in the Transport Assessment (TA), which revealed a parking stress of 89% which saw 168 of the 189 kerbside CPZ parking opportunities occupied, including the full occupancy of the 3 disabled Tiverton Road estate residents only parking bays. Additionally, 11 vehicles were observed to be parked illegally. The results of the parking survey highlight a parking stress issue and potentially a wider issue of enforcement of managing the 39 Tiverton Estate residents only permit parking bays to ensure that only residents park there.

6.10.10 The reports further states that 'The Lambeth Methodology' does not prescribe a specific threshold for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 85% or more is deemed to represent a high uptake of kerb side parking. In this case, the parking stress would exceed the parking stress threshold indicating that there is parking pressure which has resulted from illegal parking and issues with enforcement. Better enforcement of the estate parking areas would ensure that non-residents do not take up parking spaces and park in areas outside of formal marked-out bays on the estate to the betterment of existing residents' amenity and highway safety. Therefore, it is considered that although the local parking stress is above the threshold, the survey has indicated that there is capacity if enforcement measures were in place, as such capacity would be increased. The Council's Transportation Officer adds that in order to uphold the car-free nature and prohibition of new residents of the new dwellings from applying for residential parking permits, regular monitoring of parking stress (to Lambeth methodology and is to be agreed with the Council), should be undertaken on the estate. Therefore, it is recommended that a car parking management and enforcement plan should be secured via the Director's letter.

Cycle parking

6.10.11 In terms of cycle parking, the TA states that there would be a provision of 33 long stay and 2 short stay. The TA states cycle parking requirements would be provided in each block, comprising of nine two-tier spaces over nine Sheffield stand spaces and one enlarged accessibility cycle parking space in Block A, and seven two-tier spaces over seven Sheffield stand spaces in Block B. A Sheffield stand suitable for two bicycles would be provided externally for visitors. The use of two-tiered cycle parking is not suitable for all users and the scheme needs to meet LCDS minimum aisle width requirement of 2.5 m beyond the lowered upper stand. A condition will be attached for the submission of a revised cycle parking that meets LCDS requirements, for approval prior to start of construction.

Highways works

6.10.12 The Transport Assessment indicates that some highway works are proposed which would result in the three access points being reduced to two access points. The northern and southern accesses would be retained but the middle access point would be closed as a highway safety benefit from the scheme. The closure of the redundant vehicle access point would see the reinstatement of the kerb and footpath on Tiverton Road at this location. This would facilitate the provision of two additional kerb side accessible parking bays. This will be secured via s.278 agreement. Furthermore, any damage to the highway and footways abounding the site incurred because of construction works would also be secured via s.278, to support active travel around the site perimeter.

Servicing and Delivery Management Plan

6.10.13 The applicant has not provided a standalone Servicing and Delivery Management Plan to mitigate the impact of servicing and delivery associated with the site. Servicing and delivery analysis has been undertaken as part of the Transport Assessment, however. It has provided an Operational Waste Management Plan in which it has outlined refuse collection arrangements. A detailed Servicing and Delivery Management Plan would be required, and this would be secured by way of condition.

6.10.14 The TA indicates that servicing and delivery trip generation for the 17 dwellings forecasts 4 delivery trips (2 arrivals and departures) per day. Furthermore, the TA states that servicing and delivery vehicles are proposed to be accommodated using existing internal roads that service existing residential blocks. However, the Council's Transportation Officer notes that the vehicular swept paths indicate that the two-way traffic flows may be obstructed and constrained. To promote ease of access for all vehicles navigating the internal access road serving the pre-existing site, re-arranged car park and waste collection a point one-way system is required as mitigation, whereby vehicles, servicing, and delivery vehicles enter from Tiverton Road by Block B and exit via Block A. This is to ensure that conflict between vehicles is mitigated; and would be secured via the Director's letter. The Council's Transportation Officer recommends that appropriate signage and a

5mph speed limit should be provided. This would help to promote TfL Healthy Streets and Vision Zero concepts. A detailed servicing and delivery management plan condition would be attached to the permission to address this matter.

Site Access and wayfinding (Active Travel Zones)

6.10.15 A Transport for London (TfL) Active Travel Assessment has been undertaken an included in the TA, showing the assessment of 3 routes to/from the proposed development which consists of:

- Route 1: North from the site to St Ann's Road following Tiverton Road, Templeton Road and Hermitage Road (490m route).
- Route 2: East from the site to Seven Sisters Road via the estate on a pedestrian link to Moreton Road/Fladbury Road and then via a route from Pulford Road to Seven Sisters Road (230m route).
- Route 3: West from the site to Green Lane via Tiverton Road south to Tavistock Road and then via Vale Road and Hermitage Road (1km route).

6.10.16 The applicant will need to liaise with TfL and the Council to agree on enhancing wayfinding. This would be secured via the Director's letter. Furthermore, Officers note that the applicant, in its Transport Assessment, has not made any commitment to enhance Active Travel measures to/from the site. However, given that the size of the proposed development would be modest, it would be unrealistic to seek contributions to provide additional tactile paving on the above-mentioned routes. In this instance, it is considered that the enhancement of the two remaining vehicular crossing points to the site on Tiverton Road can be secured through s.278 agreement.

Travel Plan Statement

6.10.17 A Travel Plan has been submitted, the statement provides a commitment to making the development car-free, prohibiting residential parking permits for residents of the new dwellings, provision of 2 new accessible parking bays which would meet the requirement of providing 10% of new dwellings having accessible parking, and long and short-stay cycle parking meeting standards. In addition, the applicant would be required to submit a detailed Travel Plan. The Travel Plan interventions would be secured via appropriately worded planning obligations.

Construction Logistics Plan

6.10.18 The applicant has not provided a detailed Demolition and Construction Management Plan. This would be secured through a s.106 agreement. This is to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community.

6.10.19 Transport for London (TfL) accepts the proposal in principle subject to a condition.

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

Waste and recycling

6.10.21 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

6.10.22 The plans submitted indicate that Block A (10 dwellings) would be provided with an integrated refuse store providing two 1,100 litre Eurobins for general waste, one 1,100 litre Eurobin for recyclable waste, and two 140 litre bins for food waste. In terms of Block B (seven dwellings), this would be provided with an integrated refuse store providing two 1,100 litre Eurobins for general waste, one 1,100 litre Eurobin for recyclable waste, and one 140 litre bin for food waste. Each of the waste storage facilities would be located at ground floor level and could be easily reached from the building entrance.

6.10.23 Swept path analysis confirms that refuse vehicles could safely access and service the development from the internal estate road without causing obstruction to the public highway. The relocation of the existing estate bin storage area and the integration of new stores for Blocks A and B are acceptable and can be serviced in line with existing arrangements on the Tiverton Estate.

6.10.24 The Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.

6.10.25 As such, the proposal is considered acceptable, in accordance with the above policies.

6.11 Sustainability, Energy and Climate Change

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

6.11.2 Policy SI 2 of the London Plan 2021 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. 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. Policy SP11 of the Local Plan 2017requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

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

6.11.4 An Energy Statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy.

6.11.5 The development would achieve a reduction of 78% carbon dioxide emissions on site exceeding the planning energy requirements. The shortfall would need to be offset to achieve zero-carbon, in line with Policy SP4. A carbon offset contribution of £13,110 is therefore required to offset the remaining emissions of 4.6 tCO2, calculated at £95 per tCO2 over 30 years, plus 10% management fee.

6.11.6 The development would incorporate highly energy efficient building fabric elements, high-performance glazing, mechanical ventilation with heat recovery, air source heat pumps and 19kWp solar photovoltaic panels for on-site renewable energy generation. This is supported in principle. The Carbon Management Team do not raise any objections to the proposal, subject to the incorporation of additional passive measures.

6.11.7 Sustainable drainage (SUDS) further contributes to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary would contribute to energy efficiency in the new homes.

6.11.8 An Overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to minimise the risk of heating would be employed within the proposed development. The submitted Overheating Strategy has been assessed by Carbon Management officers who note that additional passive measure, such as increased external shading and reduced glazing ratios should be integrated upfront rather than deferred to retrofit. It is therefore requested to include external shading as a part of the overheating mitigation strategy and this would be conditioned.

6.11.9 The Overheating Strategy is acceptable, while further details in regard to the proposed external shading features, specification, types and location is required. Conditions have been added accordingly.

6.11.10 In summary, officers support the scheme based on its 78% carbon reductions on site, subject to a carbon-offset contribution of £2,850 per tCO2 to make up the shortfall; and this would be secured by way of Director's letter.

6.11.11 Subject to mitigations to be secured through conditions and obligations, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.

Crime Prevention

6.11.12 Policy D3 of the London Plan states that development proposals should achieve safe, secure and inclusive environments. Policy DM2 of the DM DPD 2017 requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and to incorporate 'Secure by Design' and Safer Places principles. Policy DM2 of the DM DPD 2017 seeks to ensure that new developments have regard to the principles set out in 'Secure by Design'.

6.11.13 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.

6.11.14 The Metropolitan Police Designing Out Crime Officer (DOCO), who was consulted on the proposed final design has raised no objections, subject to the imposition of conditions to secure accreditation prior to commencement of development. Officers consider the proposal would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

Flood Risk and Drainage

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

6.11.16 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping scheme. The strategy has been reviewed by the Flood & Water Management team, which has stated that it is satisfied that the impacts of surface water would be addressed adequately, subject to conditions. As such, this is considered acceptable.

Air Quality

6.11.17 Policy DM23 of the DM DPD 2017 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment (AQA) was prepared to support the planning application which concluded that given the car free nature of the proposed development and the emission free energy strategy, the development is considered to be air quality neutral.

6.11.18 The proposal is not considered an air quality risk or to result in harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

6.11.19 Policy DM23 (Part G) of the DM DPD 2017 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.11.20 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.11.21 Officers consulted the Pollution Service on this proposal who have advised that the proposal is acceptable in respect to air quality and land contamination subject to the imposition of conditions on any grant of planning permission.

6.11.22 Subject to the imposition of conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirement and is acceptable.

Trees

6.11.23 Policy DM1 of the DM DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site.

6.11.24 Fifty-one trees were surveyed and assessed to be in the following categories:

- 25 trees were highlighted as being of low quality value
- 26 trees were category U (Unsuitable for retention)

6.11.25 There are no Tree Preservation Orders (TPOs) on the site. The twenty-six trees which are unsuitable for retention are proposed for removal, whilst 60 trees are to

be planted which is considered to adequately compensate for the loss of 26 trees on the site. The new trees would be a range of species.

6.11.26 All retained trees would be protected in accordance with BS 5837:2012 specifications throughout the development. Provided standards are adhered to, there would be no adverse impact on the long-term potential on the retained trees.

6.11.27 The Arboriculture Officer has been consulted and raises no objections subject to conditions. Officers considered the net gain in tree planting within a more planned and considered landscape strategy to be positive for the development site and the wider estate.

6.12 Employment

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

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

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

6.13 Equalities

6.13.1 1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.13.2 In line with the Public Sector Equality Duty, the proposed development has been assessed for its impacts on people with protected characteristics. The scheme would advance equality by delivering 17 social rent homes in an area of high deprivation, helping to address housing need among groups disproportionately

affected by disadvantage, including people with disabilities, low-income households and Black, Asian and Minority Ethnic communities.

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

Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was the approach here, to capitalise on the opportunities and location of the site, to bring forward council-rent living accommodation (Use Class C3) comprising 17 homes. The proposal would result the redevelopment of existing open space on the site. However, given the poorly designed and unutilised nature of the existing land, weighed against the significant public benefit to housing provision and the improved landscaping and open space design, officers consider the proposal acceptable. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.

- The development would be of a high-quality design which responds appropriately to the local context.

- The proposal provides a comprehensive hard and soft landscaping scheme; and enhancements to public open spaces.

- Biodiversity Net Gain requirements achieved would be 10.21 this significantly exceeds the 10% increase. The GLA Urban Greening Factor score of 0.45 will also exceed the target of achieving 0.40. These will be met through planting and landscaping. There will also be a net gain of 24 trees.

- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.

- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.

- The proposed development is car free (except for 2 accessible car parking spaces for) and high-quality storage for cycles is provided. The site's location is accessible

in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.

- The proposed development would be car free and 39 existing car park spaces would be retained.

- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities, sustainable travel initiatives and on and off-site tree planting.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £98,840.07 (1359 sqm x £72.73) and the Haringey CIL charge will be £81,866.16 (1359 sqm x £60.24). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge. It is expected that the applicant will be eligible to claim social housing relief.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions and informatives in Appendix 1 and securing an agreement between the applicant and the LPA by way of a Director's letter.