



Officer Report

Application Number:

HGY/2023/2642

Application Type:

Full planning permission

Address:

Alexandra Park
Secondary School,
Bidwell Gardens, Wood
Green, London, N11 2AZ

Proposal:

Erection of three-storey side extension to provide additional sixth form accommodation (Use Class F1) including access, landscaping, biodiversity enhancements, drainage, cycle parking, renewable energy and sustainability measures.

Case Officer:

Cameron Sturges

Valid Date:

02/10/2023

Applicant:

Mr Michael McKenzie

Agent:

Mr Darren Aspinall

1. SUMMARY OF RECOMMENDATION

GRANT PLANNING PERMISSION, subject to conditions

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

2.1 This is an application for the erection of three-storey side extension to provide additional sixth form accommodation (Use Class F1) including access, landscaping, biodiversity enhancements, drainage, cycle parking, renewable energy and sustainability measures.

Site and Surroundings

2.2 The subject site is a secondary school to the north side of Rhodes Avenue Primary School and Albert Road in Alexandra Park, and to the immediate south of Muswell Hill Golf Course (designated MOL). The site is occupied by a collection of educational buildings ranging between 1-4 stories high. The existing sixth form

building that is included in this proposal is located roughly to the north of the school site.

2.3 The site is not located within any conservation area and does not fall within the curtilage of a listed building.

Relevant Planning and Enforcement History

2.4 The planning history of the site has been taken into account when coming to this decision. The relevant planning and enforcement history of the site is listed below:

HGY/2020/0110 - extension of the existing science building to provide two additional storeys of classrooms and an escape stair in association with existing school – GRANTED 1/4/2020

HGY/2020/2947 - Non-material amendments to planning permission ref. HGY/2020/0110 granted on 1/4/2020 for the extension of the existing science building to provide two additional storeys of classrooms and an escape stair in association with existing school; namely to reduce the amount of sun shades / Brise Soleil from that shown on the approved plans to a smaller amount – GRANTED 02/12/2020

HGY/2020/2948 - Non-material amendments to planning permission ref. HGY/2020/0110 granted on 1/4/2020 for the extension of the existing science building to provide two additional storeys of classrooms and an escape stair in association with existing school; namely to amend the profile of the new staircase – GRANTED 03/12/2020

HGY/2021/1189 - Replacement of part of the facade and roof of the building to facilitate a new reception area of existing school – GRANTED 04/06/2021

3. CONSULTATION RESPONSE

3.1 The following internal and external departments were consulted on the application:

Internal:

- 1) LBH Design Officer – No comments received.
- 2) LBH Parks & Open Spaces – No comments received.
- 3) LBH Building Control – No comments received
- 4) LBH Drainage – No comments received
- 5) LBH Carbon Management – No objections, subject to conditions.
- 6) LBH Cleansing – No objections.

- 7) LBH EHS – Noise – No Comments received.
- 8) LBH Education – No comments received.
- 9) LBH Arboriculture – No objections, subject to conditions
- 10) LBH Transportation – Raises concerns, outlined in transport section.
- 11) LBH Pollution Air Quality – No objections, subject to conditions
- 12) LBH Policy – No comments received.

External:

- 1) Thames Water – No objections, subject to informatives
- 2) London Fire Brigade – No comments received.
- 3) Muswell Hill Golf Club – No comments received.
- 4) Metropolitan Police Designing Out Crime Officer – No comments received.
- 5) London Fire Brigade – No comments received.

4. LOCAL REPRESENTATIONS

4.1 The application has been publicised by site notice and letters to nearby properties. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses:

Objecting: 1

Supporting: 3

The following issues were raised in response to the consultation and are addressed in Section 5 of this report.

- Yellow cladding to be replaced with timber/sustainable material;
- Construction vehicles using/parking on Bidwell Gardens or Rhodes Avenue prior to 9am or between 3pm to 4pm;
- Consideration to be given to logistics or transport and waste, machinery and materials to and from site via Bidwell Gardens;

5. MATERIAL PLANNING CONSIDERATIONS

5.1 The main planning considerations raised by the proposed development are:

1. Principle of Development and impact on MOL;
2. Design, Appearance;
3. Impact on neighbouring amenity;
4. Transport Considerations;
5. Energy & Sustainability;
6. Drainage & Flooding;

7. Air quality;
8. Land Contamination;
9. Trees & Landscaping; and
10. Waste and Recycling.

Principle of Development

5.2 The London Plan Policy 2021 Policy S3 and Haringey Development Management DPD 2017 Policy DM49 supports enhancement of educational facilities to meet the needs of the community. The proposal is also consistent with the National Planning Policy Framework which states at Paragraph 95 'Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen the choice of education. They should give great weight to the need to create, expand or alter schools.

5.3 The scheme must be balanced against the requirement to protect Metropolitan Open Land (MOL). In this respect London Plan Policy G3 states that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Local Plan Policy SP13 'Open Space and Biodiversity' requires new developments to protect and improve Haringey's open spaces and states that all new development shall protect and enhance the borough's Green Belt, designated Metropolitan Open Land from inappropriate development.

5.4 Paragraph 145 of the (National Planning Policy Framework) NPPF lists the types of development which are appropriate in the Green Belt. These include the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

5.5 Paragraph 147 of the NPPF (2023) states that inappropriate development, by definition, harmful to Green Belt should not be approved except in very special circumstances. Paragraph 148 states that construction of new buildings should be regarded as inappropriate in MOL unless it complies with a stated exception. Exception (b) states 'the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, as long as the facilities preserve the openness of the MOL and do not conflict with the purposes of including land within it'.

5.6 It is noted that the NPPF (148b) refers to the provision of 'appropriate' facilities for outdoor sport as exceptional development, rather than 'essential' facilities as was

the case previously. The term 'essential' implies that the proposed facility should be necessary to the functioning of the specific outdoor activities provided on site. The word 'appropriate' implies that the use should be suitably linked, which it is accepted is not as stringent as the previous requirement.

5.7 The proposal here does not amount to appropriate development in MOL and as such by default is 'inappropriate development'. In such a scenario the NPPF establishes that substantial weight should be given to any harm to the MOL, and development should not be approved except in very special circumstances. Very special circumstances will not exist unless the harm to the MOL and any other harm are clearly outweighed by other considerations.

5.8 The proposal here does not technically amount to appropriate development in MOL and as such by default is 'inappropriate development'. In such a scenario the NPPF establishes that substantial weight should be given to any harm to the MOL, and development should not be approved except in very special circumstances. Very special circumstances will not exist unless the harm to the MOL and any other harm are clearly outweighed by other considerations.

5.9 The considerations before the LPA in terms of the need for such accommodation are substantial and carry significant weight and have been clearly demonstrated in the planning submission and in pre-application discussions. It is noted that Paragraph 95 of the NPPF gives great weight to the need to expand or alter schools, where students are disadvantaged by inadequate facilities. In the case here the proposed extension of the existing sixth-form building on site is required in order to cater for 750 sixth form student places and 9 additional staff. Meeting the academic needs of pupils to this school serve to provide significant community value, as such combining to constitute very special circumstances justifying the 'inappropriate' nature of the proposed.

5.10 The LPA are satisfied that there are no alternative locations within the existing site or alternative development proposals that could satisfy this need. As such these other considerations in this case clearly outweigh the harm identified.

5.11 In terms of impact on openness, in spatial terms the proposal would introduce a very modest amount of additional development within MOL. Of the 263sq.m new building footprint only 106sq.m would sit within the 565sq.m parcel of MOL within the school site which is itself part of a much larger area of MOL beyond this School campus.

5.12 This degree of encroachment will not affect the spatial qualities and openness of this broader MOL. Specifically the impact on openness in the context of the existing development (the school campus as a whole) and the new development is

negligible. The very small element of encroachment also does not affect the fundamental role and purpose of this MOL. As noted in the case here the particular section of MOL has been physically separated and fenced off from that surrounding area.

- 5.13 Overall, looking at the case as a whole, Officers consider that very special circumstances exist which justify the development.

Design, Appearance Impact

- 5.14 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 5.15 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.
- 5.16 As pointed out above the site is located within Metropolitan Open Land (MOL) and this designation severely limits the use of the site and buildings and the opportunities for development. The London Plan states that land designated as MOL is the same as 'Green Belt' in terms of protection from development. Policy SP13 of the Local requires that the character and quality of MOL will be safeguarded from inappropriate development.
- 5.17 The scheme proposes the erection of a flat roof 3-storey side extension to an existing 2-storey building with a total GIFA of 802.38sqm. The proposed building will provide classrooms and social space for sixth form students and teachers. The extension will provide an active frontage to the southeastern elevation which includes full height glazing and is a prominent addition to the design by way of its contemporary appearance. Large windows to the front and rear main elevations as well as smaller side windows will provide important outlook and natural lighting for the proposed extension. 32 solar panels are proposed on the roof of the extension. The continuation of the existing building line is also

considered to positively contribute to the overall design. Alterations and additions to the existing sixth form building include a new replacement staircase at the southwest elevation and the provision of a roof terrace.

- 5.18 An outdoor amenity space has been added to the ground floor of the northwest elevation, as well as a landscaping area which will include both hard and soft landscaping.
- 5.19 The design will include materials such as light-coloured render, blue/grey brickwork, glazed windows, balustrade and bright yellow coloured cladding panels and louvre panels which matches some of the existing palettes within the school. It is also noted that the school includes a variety of buildings with various architectural styles and sizes and therefore this contemporary design is considered acceptable within its surrounding context.
- 5.20 Overall, the proposed size, height and design of the extension is considered subordinate and proportionate to its setting within the Alexandra Park School and will not affect the function and openness of the adjoining Muswell Hill Golf Course. The alterations including provision of the roof terrace and stairs to the existing building is also considered acceptable. The proposal is therefore acceptable and compliant with the aforementioned policies.

Impact on neighbouring amenity

- 5.21 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing.
- 5.22 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 5.23 The proposed development is located to the western side of the Bidwell Gardens and Allotment Road junction, on the other side of the Golf Course Allotments. There is a separation distance of approximately 80m between the edge of the proposed extension and neighbouring residential dwellings on Bidwell Gardens. This is considered a suitable distance to not have any negligible impact on neighbouring residential amenity.

5.24 The height and depth of the extension would not result in a material loss of sunlight or daylight, or have an overbearing appearance to the neighbouring properties. There will be no overlooking into rear gardens with respect to the proposed roof terrace considering the separation distances. The proposal is therefore acceptable in amenity terms.

5.25 Considering the proximity of nearby residential properties located on Bidwell Gardens, a condition requiring submission of a detailed construction logistics management plan (following appointment of contractor), for approval prior to start of works, is required.

Transport Considerations

5.26 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

5.27 Local Plan Policy SP7 'Transport' 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, cycling, and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

5.28 The site has poor public transport accessibility (PTAL=2) and it is not located within a CPZ. Whilst the PTAL level is considered as poor, there are multiple local bus, underground and overground rail services, pedestrian and cycling infrastructure within proximity of the site. The existing site has provision for 25 car parking spaces (including 2 disabled user spaces). In addition, the existing cycle parking provision onsite includes 30 staff and 20 student spaces. There are currently 183 employees and 1847 students accommodated at the school. The school currently benefits from a gold accredited Travel Plan that has been submitted to TfL's STARS online platform and submitted with this application.

5.29 As part of the proposed extension, the published admission number (PAN) for the 6th form will increase from 550 to 750 (increase of 200 students). The current admission number is around 660 and has been for approximately the past 4 academic years, meaning the increase in students will be closer to 90. There is no proposed increase in car parking spaces as this is not required. In order to address 200 additional students and 9 staff, a further 28no. covered cycle spaces are to be provided on site in 14no. Sheffield stands.

5.30 The applicant has included a Transport Assessment provided by Cole Easdon dated September 2023 to support this application. The findings of the report outline that the local highway network has a good road safety record and there are no highway safety reasons to preclude the development as proposed. An analysis of trip generation to and from the school shows that the majority of trips will be made either on foot, by bicycle or by public transport. As such, the transport assessment concludes that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety.

5.31 The Council's Transportation Officer has been consulted on the application and raises several issues with respect to the analysis provided with the Transport Assessment. The Transport Officer suggests that the approach to assess the 200 PAN increase is not considered appropriate and the transport assessment for the whole school site should be considered, particularly given the use of data from the travel plan is related to the whole school.

5.32 Furthermore, it is noted that the proposals include provision for 28no. additional cycle parking spaces. The Transport Officer indicates that this complies with London Plan minimum standards for the incremental increase in students and staff but does not address the under-provision for existing students (1847no.) at the school. Other issues raised by the transport officer includes car and bicycle parking in relation to the Travel Plan survey and that an assessment should consider on street parking stress and review of provision of facilities for supporting cycle uses. Concerns were also raised with respect to the accident clusters on Albert Road and that further consideration is required to identify safety improvement measures.

5.33 The applicant has since provided a technical note to address the abovementioned concerns raised by the Council's Transport Officer dated October 2023. Officers are satisfied that the application has been provided with sufficient supporting information to suggest that there will be no major issues associated with the proposed development in relation to impact on the local road network, cycle parking or car parking. Whilst the above concerns from the Council's Transport Officer are noted, it would be unreasonable to retrospectively address transport impacts arising from the entire school.

5.34 A condition requiring submission of a detailed construction logistics management plan (following appointment of contractor), for approval prior to start of works, is required as well as the detailed design of cycle parking for 28no. cycle spaces.

Energy and Sustainability

5.35 The NPPF, London Plan and local policy require developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems; and the conserving and enhancing the natural environment. London Plan Policy SI2 requires all new developments to be zero carbon, achieving a minimum 35 per cent carbon reduction on site beyond Part L of the Building Regulations. Haringey Local Plan Policy SP4 requires a 100% improvement on Building Regulations Part L, on site. Any deviation from a zero-carbon development must be justified. Haringey Development Management Document Policy DM21 requires developments to consider, implement and demonstrate sustainable design, layout and construction techniques.

5.36 An Energy Statement produced by CBG Consultants dated 25th September has been submitted as part of the planning application. The development would achieve a 37% reduction on the Building Regulations Part L 2021 baseline, which meets the requirements of London Plan Policy SI12. The development will further contribute to its low carbon emissions via an offset payment in line with the London Plan guidance for £6,270. The new building would be designed with energy efficient solutions incorporated into its construction with high quality, low impact materials to minimise the overall environmental impact. Space heating will be provided by ASHPs with additional carbon offsets from photovoltaic panels, delivering 20% of the building's energy requirements. The development achieves an Urban Greening Factor of 0.11, which does not comply with the interim minimum target of 0.3 for predominantly non-residential developments. The biodiversity net gain assessment exceeds the 10% biodiversity net gain as set out in the accompanying reports. It is recommended that the GLA's Carbon Emission reporting spreadsheet is submitted, and this has been conditioned accordingly. Details and locations of the internal and external parts of the ASHP's are required to be submitted as well as how the ASHP's will be mitigated in terms of visual and noise impact and this has also been conditioned.

5.37 An overheating assessment was undertaken to model the risk of overheating in the proposed building and reduce the overheating risk and cooling demand in line with the Cooling Hierarchy. Glazing has been carefully used throughout the design of the building and Natural Ventilation Heat Recovery Units (NVHR) within the teaching spaces and a Mechanical Ventilation Heat Recovery unit (MVHR) in the larger social space has also been incorporated into the design. Classrooms include manual opening louvred panels to admit large amounts of free area for summertime ventilation. As such, the development passes the minimum overheating mitigation requirements. Other details to be conditioned include revised u-values input for the BRUKL sheets with regards to the Be Lean Scenario,

identification of the placement of MHVR units within the development and demonstration of the cooling hierarchy.

5.38 A carbon shortfall of 2.2 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

5.39 A BREEAM shell and core pre-assessment was submitted demonstrating that the development achieves a 'very good' score, in line with Policy SP4. This will be achieved via low energy lighting and the use of building materials comprising sustainable natural, non-toxic, high recycled content, low embodied materials wherever possible. A planning condition has been recommended to submit the certification, demonstrating that the sustainability measures have been delivered.

5.40 Subject to compliance with the abovementioned conditions, the development is acceptable from an energy and sustainability perspective.

Drainage and Flooding

5.41 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

5.42 The subject site is located outside of any recognised flood zone, however, as the site is more than 1ha. a Flood Risk Assessment provided by Jackson Purdue Lever dated 22nd September 2023 has been accompanied with this application. The summary of the report indicates that the proposed development is not considered to be at a significant risk of flooding.

5.43 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends informatives regarding a groundwater risk management permit discharge, underground assets and water pressure.

5.44 Accordingly, the proposed development is considered to comply with local drainage policies.

Air Quality

5.45 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

5.46 The applicant has submitted a technical note for air quality prepared by Professional Consult Limited dated 22nd September 2023. The report sets out that the proposed development has the potential to cause air quality impacts during construction and operation, however, these are deemed to be not significant following implementation of appropriate mitigation.

5.47 The Technical Note suggests the requirement for a Dust Management Plan or similar to be conditioned as part of this approval. Furthermore, the Council's Pollution Officer has reviewed the information provided and has no objections to the proposal, subject to conditions.

Land Contamination

5.48 Local Plan Policy DM23 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

5.49 A Ground Investigation Report provided by Ground Investigation Services (Southern) dated September 2023 has accompanied this scheme. The Council's Pollution Officer has reviewed this document and has raised no objections, subject to further investigations being made prior to commencement of the development and this is to be secured by way of the imposition of conditions on any grant of planning consent.

Trees and Landscaping

5.50 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

5.51 DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.

5.52 The scheme has been carefully considered to be constructed to minimise the impacts on landscaping. Overall, a 10% increase in biodiversity net gain is expected with the provision of new trees, paths and amenity grass.

5.53 An arboricultural report including survey, tree protection plan (TPP), arboricultural impact assessment (AIA), and arboricultural method statement (AMS) have been submitted by Arbtech in accordance to British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction- Recommendations and is dated 19th September 2023. The Council's Senior Arboriculturist has been consulted on the application and holds no objections to

the scheme, providing all documentation is conditioned. Specification of the plantings will be required. Overall, the scheme is in accordance with the abovementioned policies.

Waste and Recycling

5.54 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.

5.55 The scheme proposes to use the existing refuse facilities on site. The existing arrangements are deemed adequate to support any and as such increase in waste and recycling from the additional staff and pupils. No objections have been raised as such by LBH Cleansing in response to internal consultation of the proposal.

Conclusion

5.56 The proposal is considered acceptable with the development providing educational benefits in association with this well-established school site as well as being spatially acceptable in terms of the character and appearance of the site and in terms of neighbouring amenity.

5.57 The LPA consider that very special circumstances exist to justify the element of encroachment into the MOL, with this not affecting the spatial qualities, openness, and function of this broader MOL.

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

6. CIL APPLICABLE

Based on the information given on the plans, the Mayoral CIL charge will be £51,793.63 (802.38 sqm x £64.55) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

7. RECOMMENDATION

GRANT PLANNING PERMISSION subject to conditions:

1. The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. Before development commences other than for investigative work:
 - a) Using information already submitted in Ground Investigation with reference S.6125 prepared by Ground Investigation Services (Southern) Ltd., dated 29th September 2023, a full ground gas investigation as alluded to in the Ground Investigation shall be conducted for the site. The investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - b) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in

writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

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

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

6. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The following applies to the above:
 - a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
 - b) The CEMP shall provide details of how construction works are to be undertaken respectively and shall include:
 - i. A construction method statement which identifies the stages and details how works will be undertaken;

- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the Plot during the construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;

- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

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

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

- 7. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the all cycle parking spaces for users of the development (28no. bicycles 2no. cycle shelters and 14no. Sheffield cycle stands) have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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

- 8. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 9. All planting shall be carried out in accordance with the Tree Protection Plan prepared by Arbtech hereby approved and within the first planting season following the completion or first occupation/use of the development,

whichever is the sooner. Any plants which, within a period of five years from the completion of the planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy D4 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

10. Prior to the occupation of the development hereby approved a Unilateral Undertaking or equivalent mechanism shall be completed and submitted to the Local Planning Authority securing a payment of £6,270.00 to fund offsetting the remaining carbon emissions from this development.

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

11. Energy Strategy

(a) Prior to the commencement of development, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy Statement prepared by CBG Consultants (dated 12 Dec 2023), delivering a minimum site-wide carbon emission reduction of 37% (SAP 10.2 emission factors) from a Building Regulations 2021 Part L compliant building. The revised strategy shall include the following:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Demonstrate the cooling hierarchy has been followed, and specify which overheating mitigation measures are proposed to reduce the overheating risk within the proposed design;
- A minimum site-wide carbon reduction of 7% under Be Lean with SAP 10.2 carbon factors, aiming for 15% reduction;
- GLA's Carbon Emission Reporting Spreadsheet;
- Detailed BRUKL calculations for the non-residential element of the development for Be Lean, Be Clean and Be green scenarios;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;

- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

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

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,850 per tonne of carbon plus a 10% management fee. Should an increased level of CO₂ reduction be achieved, any carbon offset payment would be reduced by £2,850 per tonne.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The solar PV array shall be also installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

12. Prior to above ground construction, a statement shall be submitted to and approved by the Local Planning Authority to demonstrate how the overheating risk has been minimised and mitigated on site in line with the London Plan Cooling Hierarchy. Details and specification of the mitigation measures shall be provided in support of this statement.

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

13. Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.

The report shall include:

- Urban greening and biodiversity enhancement measures;
- Details on electric vehicles charging points, cycle parking facilities;
- A target percentage for responsibly sourced, low-impact materials used during construction;
- Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;
- Details on how any demolition materials can be reused;
- Details on how surface water runoff will be reduced and overall sustainable drainage strategy;
- Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.

Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.

14. Biodiversity Measures

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

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be

submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

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

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

15. Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.

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

16. BREEAM:

(a) Prior to ground works, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule

of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

Informatives:

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE : Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £51,793.63 (802.38 sqm x £64.55) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index

INFORMATIVE: Asbestos Survey

Where applicable, prior to any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any construction works carried out.

INFORMATIVE: Groundwater Risk Management Permit

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to

demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

INFORMATIVE: Underground Assets

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

INFORMATIVE: Water Pressure

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