Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2024/0450 **Ward:** Noel Park

Address: 707-725 Lordship Lane, Wood Green, London, N22 5JY

Proposals

Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works.

Applicant: Fusion Living

Ownership: Private

Case Officer Contact: Valerie Okeiyi

1.1 These applications have been referred to the Planning Sub Committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context would fulfil and meet the requirements of Site Allocation SA9 ‘Mecca Bingo’
- The development would provide 796sqm of quality flexible commercial town centre floorspace that would potentially generate 17 jobs for the workspace and 34 jobs for the café/food hall
- The development would provide a total of conventional 78 residential dwellings, contributing towards much needed housing stock in the borough including a high proportion of family homes .
- The development would provide 100% of the residential component delivered as affordable housing in the form of 52 flats/houses for social rent and 26 flats for intermediate tenure
- The development would provide 35% affordable provision by habitable room across the student accommodation and residential accommodation, with a tenure split of 70% social rent and 30% intermediate rent.

- The scheme would deliver 636 well designed student bedspaces, of which 54 would be affordable student accommodation which equates to 332 conventional homes on the basis of the 2.5:1 ratio in the London Plan
-
- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats/houses have private external amenity space
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements including a new urban green space
- The proposed development will lead to a very low, less than substantial harm to the significance of the immediate surroundings of the conservation area and its assets that is outweighed by the several significant public benefits of the development.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location, the site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability that secures the obligations set out in the Heads of Terms below following Stage II referral to the GLA.

2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 30/08/2024 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions/Informative Summary – Planning Application HGY/2022/4552 (the full text of recommended conditions/informative is contained in Appendix 2 of the report

Conditions

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan
16. Cycle Parking
17. Electric Vehicle Charging Points
18. Wheelchair accessible car parking spaces
19. Car parking Management Plan
20. Piling Method Statement
21. Off-site Water Infrastructure
22. Satellite Antenna
23. Restriction to Telecommunications apparatus
24. Architect Retention
25. Wheelchair Accessible Dwellings
26. Accessible Student Accommodation
27. Commercial Units – Noise Attenuation
28. Noise Attenuation – Student Accommodation
29. Urban Greening Factor
30. Commercial Units – Ventilation/Extraction
31. Commercial Units – Café/Food Hall Opening Hours

32. Restriction to Use Class
33. Whole Life Cycle Carbon (GLA)
34. Circular Economy (GLA)
35. Digital Connectivity (GLA)
36. Ecological Management Plan (GLA)
37. Biodiversity Net Gain
38. Energy Strategy
39. Overheating
40. Building User Guide
41. BREEAM Certificate
42. Living roofs
43. Biodiversity
44. Climate Change Adaption
45. Circular Economy (Pre-Construction report, Post Completion report)
46. DEN

Informatives

1) Co-operation
2) CIL liable
3) Hours of construction
4) Party Wall Act
5) Street Numbering
6) Sprinklers
7) Water pressure
8) Thames Water Groundwater Risk Management Permit
9) Thames Water Underground Asset
10) Asbestos
11) Flood Risk Activity Permit
12) Secure by design

Section 106 Heads of Terms - Planning Application HGY/2022/4552

1. Affordable housing Provision

   - Fifty Two (52) flats/houses for social rent, Twenty Six (26) flats for Shared Ownership
   - Early stage viability review
   - The Council have first right of refusal to purchase the affordable housing

2. Student Accommodation – Affordable Student Accommodation Scheme to be submitted for approval prior to commencement of development

a. Minimum of 54 student bedspaces of the proposed accommodation shall be affordable student bedspaces
b. Affordable student accommodation residents to have access to the same communal amenity as the market accommodation
c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.

3. Affordability
   a. Affordable student accommodation shall meet the following affordability criteria:
      - The definition of affordable student accommodation is a Purpose-built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.
      - The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report.
      - Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance.
   b. the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
   c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.
   d. The initial annual rental cost for the element of affordable accommodation should not exceed the level set out in the Mayor's Annual Monitoring Report for the relevant year. For following years, the rental cost for this accommodation shall be linked to changes in a nationally recognised index of inflation.
   e. A review period shall be set to allow for recalibrating the affordable student accommodation to the level stated as affordable in the Mayor's Annual Monitoring Report.

4) Viability Review Mechanism
   a. Early-Stage Review if not implemented within 2 years.

b. Break review – review if construction is suspended for 2 years or more.

5) **Student use only in term time -** Accommodation secured for the use of students only during the academic year.
    - Outside of the academic year the building shall only provide accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses or any similar use at any institution approved in advance in writing by the local planning authority, acting reasonably. The temporary use shall not disrupt the accommodation of the resident students during their academic year. Any ancillary use described above shall only be for a temporary period each year and shall not result in a material change of use of the building.

6) **Nomination Agreement -** The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms shall be secured through a nomination agreement for occupation by students of one or more higher education provider.

7) Highways Improvement under Sections 38. 177. 278

- Highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure.
-

8) Sustainable Transport Initiatives

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
- Car Club – three years free membership for up to two residents of each residential unit and a credit of £50 per year/per unit for the first three years.
- £15,000 (fifteen thousand pounds) towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development
- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total
- Commercial Travel Plan - Monitoring of the travel plan initiatives £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total
- Student Accommodation Travel Plan - Monitoring of the travel plan initiatives £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total

9) CPZ Contribution

- £20,000 (twenty thousand pounds) towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.

10) Lordship Lane/Wood Green High Road casualty reduction and cycle lane feasibility contribution

- £160,000 (one and sixty thousand pounds) towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.

11) Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £188,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.
- DEN connection (and associated obligations)
- Heating strategy fall-back option if not connecting to the DEN

12) Employment Initiatives – participation and financial contribution towards Local Training and Employment Plan

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

13) Monitoring Contribution

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

2.5 In the event that members choose to make a decision contrary to officers' recommendations members will need to state their reasons. n the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

The proposed development, in the absence of a legal agreement failing to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.

In the absence of a legal agreement securing 1) the provision of on-site affordable student accommodation 2) A nomination agreement and 3) viability review mechanisms the proposals would fail to meet the student accommodation and affordability aspirations for London. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H15, Strategic Policy SP2, and DM DPD Policies DM13, DM15 and Policy NT5.

The proposed development, in the absence of a legal agreement securing 1) Section 278, 38, 177 Highway Agreement for footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure 2) A contribution towards amendment of the local Traffic Management Order 3) Three years free membership for up to two residents of each residential unit and a credit of £50 per year/per unit for the first three years. 4) A contribution towards a Construction Logistics and Management Plan, 5) Implementation of a residential, commercial and student accommodation plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48

A contribution towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.

A contribution towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.

The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017

In the absence of a legal agreement securing the implementation of an energy strategy, including connection to a DEN, and carbon offset payments the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA9.

In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

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

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

CONTENTS

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULATION RESPONSES
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION/PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

Appendix 1	Planning Conditions and Informatives
Appendix 2	Plans and Images
Appendix 3	Consultation Responses – Internal and External Consultees
Appendix 4	Consultation Responses – Greater London Authority Stage 1 Response
Appendix 5	QRP Reports
Appendix 6	Development Forum minutes
Appendix 7	Pre-application Committee minutes

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

3.1.1. Planning permission is sought for the demolition of the existing bingo hall to provide affordable homes (Use Class C3), purpose built student accommodation (PBSA) (Sui Generis), and flexible ground floor commercial (Class E) floorspace within buildings between 3 – 9 storeys in height. The proposal includes public realm and landscaping works, cycle parking, and associated works. The breakdown of the buildings is as follows:

Building A

3.1.2 **Building A** which fronts onto Lordship Lane comprises purpose-built student accommodation (PBSA) which is configured around a central courtyard in the northern part of the site consisting of 636 student rooms (including 61 affordable student bedrooms) on the ground and upper floors. The student accommodation is split into two main types, studio rooms for single occupants and clusters of bedrooms with shared living/kitchen dining room. At ground floor level a series of amenity spaces are provided including waiting areas, study space, post rooms and a management office which will be managed 24 hours a day. A sunken courtyard is proposed on the ground floor and outdoor private rooftop communal amenity space is proposed at first floor level. The rear of Building A comprises a communal bicycle store, refuse store consisting of 23 bins, plant and generator rooms serving the PBSA on the ground floor. The front of Building A comprises of 796 sqms of flexible town centre uses on the ground floor consisting of a community café, food hall and workspace.

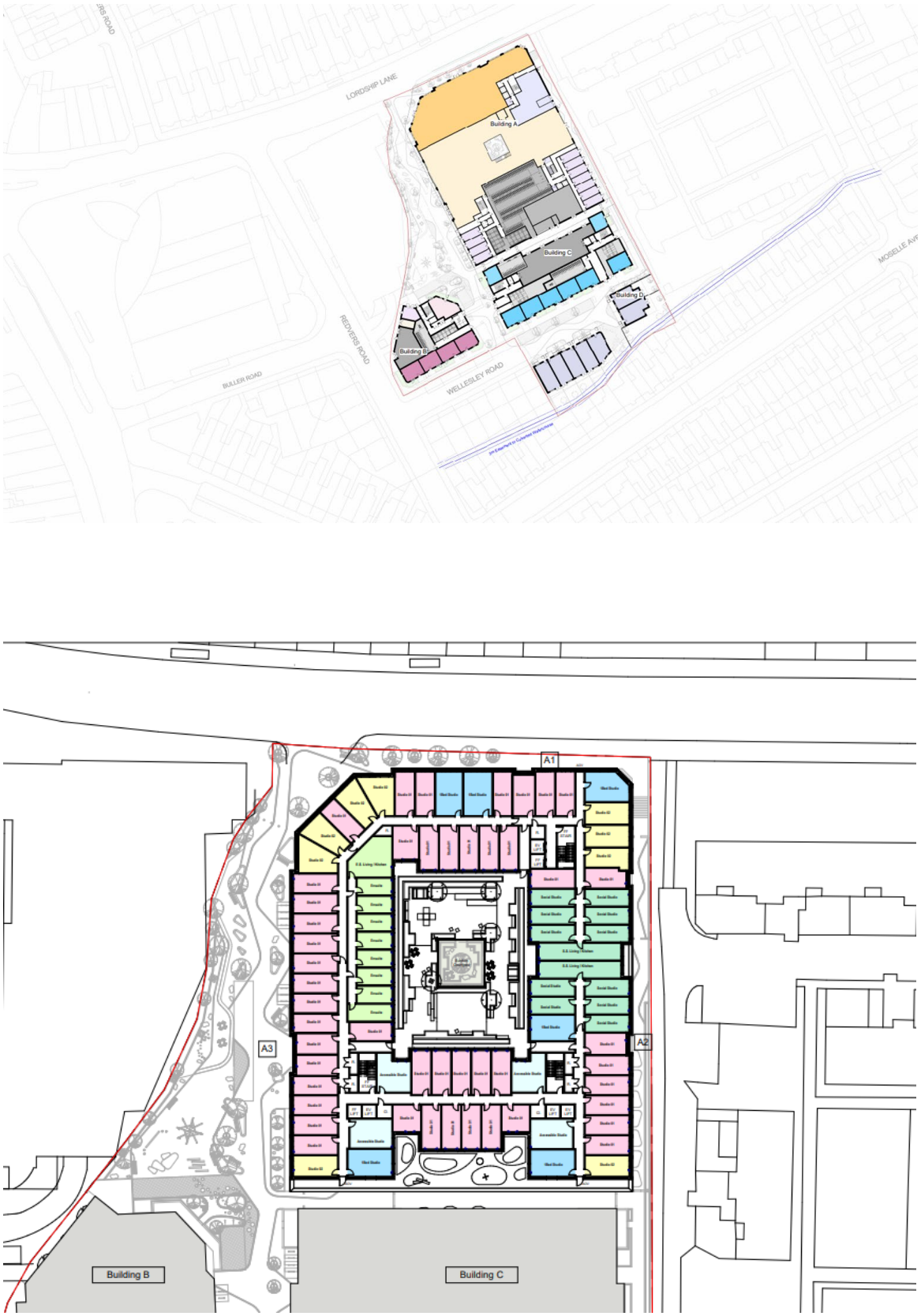


Fig 1: Site and ground floor layouts.

3.1.3 Building A is the tallest element of the proposed development ranging from 7, 8 and 9 storeys in height.

Buildings B, C and D

3.1.4 Buildings B, C and D are located to the south of Building A and provide the conventional residential element of the scheme through a variety of housing types and sizes which are all affordable tenures.

3.1.5 **Building B** is 5 and 6 storeys in height consisting of 26 residential units for shared ownership over the ground and upper floors. Block B would comprise of 9 x one-bedroom flats, 13 x two-bedroom flats and 4 x three-bedroom flats. The ground floor includes the cycle store, refuse and recycling store, and plant room. Private rooftop communal amenity space is located at first floor level.

3.1.6 **Building C** is a 6 storey building consisting of 45 residential units for social rent over the ground and upper floors. Building C would comprise of 13 x one-bedroom flats, 26 x two-bedroom flats and 6 x three-bedroom flats. The ground floor includes 2 cycle stores, 2 refuse stores and plant room. Private communal amenity space is located at first floor level. Child playspace is also proposed within the rooftop communal amenity space of Buildings B and C, including a flexible lawn area which can be used for a range of purposes.

Building D

3.1.7 **Building D** comprises of 2 separate buildings of 3 storeys in height consisting of 7 x 5 bed terraced townhouses for social rent. Each house would have private amenity space at ground floor level.

Materials

3.1.8 The proposed buildings will be finished in a varied material pallet, which comprises predominantly brick of varying tones.

Public realm/Access

3.1.9 The proposal also includes extending Wellesley Road to access the new housing (Buildings D), with a new north south pedestrian link connecting it to Lordship Lane through a 2,030 sqms Green Space that will be publicly accessible

throughout the day and evening. An additional 135sqm of public realm improvements within the red line boundary fronting Lordship Lane.

Soft and hard landscaping

3.1.10 Soft and hard landscaping is proposed within the new green space, around the boundaries of each block and on the rooftop communal amenity space of each block at first floor level, within the atrium garden of building A and private gardens of the townhouses of building D.

3.1.11 The landscaping would comprise of a diverse selection of tree species, various planting mixes, rain gardens, fern garden, wildlife buffer, raised planters, wildflower bio-diverse roof, native hedgerows, ornamental shrub, perennials, climbing plants, sensory planting, raised planter, natural stone paving, bound gravel areas, permeable resin bound gravel, decking and decorative edging/banding.

Parking and highways

3.1.12 The proposed development is car-free, and includes 10 Blue Badge spaces comprising 8 residential blue badge parking spaces, 1 student blue badge parking space and 1 commercial blue badge space. The proposed development incorporates an 18-metre long loading bay on-site for servicing and deliveries to the PBSA building (Block A). This would also be utilised for student drop-offs and collection at the start and end of each academic year.

3.1.13 Building A will provide 480 cycle parking spaces within the cycle store. Building B will provide 48 cycle parking spaces, Building C will provide 89 and Building D will provide 21 cycle parking spaces. 28 short stay cycle spaces will be provided throughout the site. These spaces will be located adjacent to the entrances of each of the residential and PBSA buildings, with a further 8short stay cycle spaces provided in the north of the site for the commercial element.

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

- Removal of mezzanine level amenity space of building A;
- Alterations to the ground floor of building B to include an additional 2 bedroom unit;
- Revised affordable housing mix;
- Increase in cycle parking spaces of building A
- Increase in student bed provision from 623 to 636
- Reduction in building A GIA from 19,075m^2 to 18,981m^2
- Minor amendments to the elevations of building A
- Changes to the upper floor layout of building A

3.2 Site and Surroundings

3.2.1 The site fronts onto Lordship Lane and is occupied by a large single storey Bingo Hall with a large car park at surface level to the south. The Moselle Brook runs along the southern boundary of the site. Immediately to the south of the site's southern boundary are the rear gardens of the terrace houses which front onto Moselle Avenue. The rear gardens are separated from the existing surface level car park within the site by a brick wall. To the east of the site is the Vincent Estate - a housing estate comprising blocks of the three-storey flats. To the southwest of the site are the three storey white-rendered town houses on Wellesley Road. Immediately to the west of the site is Omnibus House, a seven storey rising to nine storey building consisting of residential units with a gym on the ground floor. The site sits adjacent to the heavily trafficked A109 Lordship Lane immediately to the north.

3.2.2 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green Growth Area as identified in the Council's Local Plan Strategic Policies 2017 (the Local Plan). The site also forms part of a designated site allocation in the Council's Site Allocation Development Plan Document (thereon referred to as the SA DPD) – SA9 known as 'Mecca Bingo' which seeks the redevelopment of the bingo hall for town centre uses with residential above. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a Development Plan Document itself and is instead being subsumed into the emerging New Local Plan. The site is located within Wood Green Metropolitan Centre also and designated within the District Centre.

3.2.3 The site does not contain any listed buildings, nor is it located within a Conservation Area however Immediately south of the site boundary is the Noel Park Conservation Area.

3.2.4 The site has a public transport accessibility level (PTAL) of 6a, considered to have 'excellent' access to public transport, being close to Wood Green Tube Station and the numerous bus services running along Lordship Lane and Wood Green High Road.



Fig 2 – Aerial View

3.3 Relevant Planning and Enforcement history

3.3.1 HGY/1995/1177 - Change of use from a retail warehouse (A1) to a bingo hall (D2) – Granted 05/02/1996

3.3.2 HGY/2023/3273 - An Environmental Impact Assessment (EIA) Screening Opinion issued in February 2024 confirmed that the scheme was not EIA Development.

3.3.4 The site has no other relevant planning history

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

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

4.1.2 Following the Quality Review Panel meeting November 2023, Appendix 5, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation,

orientation and social interaction. The architecture is developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

Pre-application Meeting with the Greater London Authority (GLA)

4.1.3 The proposals were presented to a meeting with the GLA in September 2023. The meeting addressed key strategic issues including land use, height and massing, urban design and transport.

Development Management Forum

4.1.4 The proposals were presented to a Development Management Forum in September 2023.

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

Planning Committee Pre-Application Briefing

4.1.6 The proposals were presented to the Planning Sub Committee at a Pre-application Briefing in October 2023. The minutes are attached in Appendix 7

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 33)

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided and raise no objections to the proposal

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No comment

Trees

No objection raised, subject to conditions

Nature Conservation

No comments

Public Health

No objection

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Lead Pollution

No objection, subject to conditions and informative

Noise Pollution

No comments

Policy

No comments

Housing Strategy and Policy

No comments

Housing Delivery Team

No comments

Regeneration (Wood Green)

No objection

Economic Regeneration

No comments

Housing Renewal

No comments

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Metropolitan Police Designing out crime

No objections, subject to conditions and informative

Environment Agency

No objections, subject to an informative

London Underground/DLR Infrastructure Protection

No comment

Transport for London

No objection

London Fire Brigade

No comments received

Health and Safety Executive

No objection

Greater London Authority (GLA)

Stage 1 comments can be viewed in full in Appendix 4.

NHS London Healthy Urban Development Unit

To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £472,565 within the S106 agreement to be paid on commencement and indexed linked to building costs

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties
- Site notices erected in the vicinity of the site

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

No of individual responses: 13
Objecting: 12
Supporting: 1
Others: 0

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

- Loss of employment
- Mecca Bingo caters for the older members of the community
- Impact on Conservation area
- Concern with scale and design
- Impact on neighbours in terms of privacy overlooking/overshadowing and overbearing
- Pressure on parking and congestion
- Increased pollution- noise and dust during construction
- Safety and anti social behaviour concerns
- More playspace facilities for younger children is required
- Impact on refuse provision and infrastructure

Support

- Larger Affordable homes welcomed
- More student accommodation needed

- Good transport links noted
- The scheme is in a good location
- Playspace and green space is welcomed
- The scheme will help transform Wood Green

5.4 The following issues raised are not material planning considerations:

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable Housing and Housing Mix
3. Tall buildings
4. Heritage Impact
5. Design and appearance
6. Residential/Student Accommodation Quality
7. Impact on Neighbouring Amenity
8. Parking and Highways
9. Sustainability, Energy and Climate Change
10. Urban Greening, Trees and Ecology
11. Flood Risk and Drainage
12. Air Quality and Land Contamination
13. Fire Safety
14. Social and Community Infrastructure
15. Equalities
16. Conclusion

6.2 Principle of the development

National Policy

6.2.1 The current National Planning Policy Framework was last updated on 5 September 2023 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to "drive and support development" through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

6.2.2 Paragraph 97 of the National Planning Policy Framework 2021 (hereafter referred to as the NPPF) seeks to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

Development Plan

6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (thereon referred to as DM DPD) and Site Allocations Development Plan Document (DPD) 2017 and the London Plan (2021).

London Plan

6.2.4 The London Plan 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 (2021) 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 that provide further guidance.

6.2.5 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.

6.2.5 Part F of London Plan Policy S1 states that 'Development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:

1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community

6.2.6 Policy S5 of the London Plan seeks to resist the loss of existing sports and recreational facilities.

6.2.7 Policy SD6 of the London Plan states that town centres should be enhanced by identifying locations for intensification in order to optimise a mix of residential and non-residential uses. It also states that developments should support wider regeneration objectives.

6.2.8 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

6.2.9 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.

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

6.2.11 Policy D6 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

6.2.12 Policy H15 of the London Plan relates to purpose built student accommodation, stating that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, subject to matters including that the development contributes to a mixed and inclusive neighbourhood. Part B of the Policy states that Boroughs, are encouraged to develop student accommodation in locations well connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

The Local Plan

6.2.13 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.

6.2.14 Haringey's Local Plan Strategic Policies 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.

6.2.15 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).

6.2.16 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.

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

6.2.18 Policy SP10 of the Local Plan states that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres according to the borough's town centre hierarchy.

6.2.19 Policies SP15 and SP16 of the Local Plan seeks to resist the loss of leisure/community facilities.

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

6.2.21 Policy DM49 of the DM DPD seeks to resist the loss of existing recreational and community facilities

6.2.22 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.

6.2.23 Policy DM41 of the DM DPD supports new retail, leisure and cultural uses within Metropolitan and District Town Centres, and Local Centres where they are consistent with the size, role and function of the centre and its catchment, sustain and enhance the vitality and visibility of the town centre network and contribute to the delivery of Haringey's spatial strategy.

6.2.24 Student accommodation is supported where it satisfies the requirements of Parts C and D of Policy DM15 of the DM DPD.

Site Allocation

6.2.25 The Site Allocations Development Plan Document (SA DPD) 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.2.26 The site forms part of Site allocation SA9 ‘Mecca Bingo’ of the SADPD which designates the site for the ‘Redevelopment of bingo hall for town centre uses with residential above’ Site allocation SA23 of the SA DPD has the following Site Requirements and Development Guidelines:

Site requirements

- No buildings need to be retained.
- The alignment of Wellesley Road will be extended, with townhouses provided on the southern side of the road.
- The ground floor uses fronting Lordship Lane will be secondary town centre uses.
- The Moselle runs in a culvert along the south edge of the site, and investigations around it’s suitability for future use, and potential deculverting should be facilitated through any development.
- This site should preserve the setting of the adjoining Noel Park conservation area and its significance.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.

Development Guidelines

- Heights in the south of the site should be respectful of the existing properties on Moselle Avenue.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- The building line along the southern edge of Wellesley Road should be continued.
- Development should demonstrate no adverse impact on the adjacent residential properties.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council’s latest decentralised energy masterplan regarding how to connect, and the site’s potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

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

Draft Wood Green Area Action Plan (AAP)

6.2.28 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues and Options Consultation (February 2016), Preferred Option Consultation (February 2017) and lastly a Preferred Option Consultation #2 (February 2018). The Council is now embedding work that would have previously been in the AAP into the emerging comprehensive New Local Plan instead, which has only had an initial 'First Steps' engagement (November 2020). Therefore, the AAP is not part of the Development Plan and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

6.2.29 The site was designated as WGSA6 of the draft Wood Green Area Action Plan (AAP). This reiterated much of Site Allocation SA9 of the Site Allocations DPD 2017 however the sites indicative development capacity for town centre/employment uses was significantly higher, the site was allocated for a higher number of residential units and a mix of residential and commercial was acceptable above ground floor level with new office floorspace sought on the site. The site was also considered less suitable for family housing.

6.2.30 As set out above, the AAP is not part of the Development Plan, is no longer being worked on and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

5 Year Housing Land Supply

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

6.2.32 Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Land Use Principles

6.2.33 The proposed development, would replace the existing Mecca Bingo hall with a mixed use development comprising of new residential homes, Town Centre commercial space and Purpose Built Student Accommodation (PBSA).

Loss of Mecca Bingo Hall

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

a) the facility is no longer required in its current use;
b) the loss would not result in a shortfall in provision of that use; and
c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site.

6.2.35 Policy DM49 (C) also requires, where a proposal results in the loss of a community facility, evidence and marketing information demonstrating that the premises has been marketed for use as a community facility for a reasonable length of time (minimum 12 months) and that no suitable user has been/or is likely to be found.

6.2.36 The site is occupied by the Mecca Bingo hall (Use Class F2(b)) which is an existing and currently operating leisure/community facility. The proposal would result in the loss of the leisure / community use.

6.2.37 The applicant has advised that the lease on the bingo hall is due to expire in 2026 and that despite efforts to find an operator to take forward the existing use beyond the current lease expiry period, this has not been possible due to the bingo industry not recovering well from the pandemic. The applicant has been in discussions with representatives of Mecca Bingo who have confirmed that there is no longer an adequate demand by the local community for the leisure facility on this site. The applicant has provided marketing evidence as part of the submission that demonstrates that there is no demand for a leisure/community facility on this site. The proposed development will include flexible commercial space to be able to accommodate a market hall and community café that will appeal to a broad range of the community, including older members of the community to compensate for the loss of the bistro within the bingo hall which currently provides regular discounted food offers which provide an affordable meal option for older residents.

6.2.38 Therefore, given the above and the fact that Site Allocation SA9 does not require the retention of the existing community/leisure facility (Mecca Bingo) on the site, the proposed loss of the community/leisure facility is considered acceptable.

Proposed mixed use – Flexible commercial space, Residential Uses and Purpose-Built Student Accommodation (PBSA)

6.2.39 Site Allocation SA9 identifies that the site is appropriate for town centres uses with residential above identifying an indicative capacity of 1,484 square metres of town centre uses across the site allocation as a whole. The site allocation specifically states that the site represents an underutilised opportunity in a highly accessible town centre location and there is scope for comprehensive redevelopment to bring new residential development into the town centre with a town centre frontage.

Principle of proposed flexible commercial space

6.2.40 London Plan Policy SD6 states that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners.

6.2.41 Local Plan Policy SP10 states that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres, with a principle focus of growth being within the Wood Green Metropolitan Centre. Policy DM41 of the DM DPD states that proposals for new retail, leisure and cultural uses will be supported within town centres where they are consistent with the size, role and function of the centre.

6.2.42 The Site Allocation SA9 gives a indicative development capacity of 1,484 square metres of town centre uses. It states that ground floor uses fronting Lordship Lane will be secondary town centre uses. The proposed development, seeks to provide 796sqm of high quality, well-designed and flexible space that will maximise the active frontage along Lordship Lane. The quantum of proposed Class E floor space has been informed by the market demand report which demonstrates that the provision of the 1,484sqm identified would be greater than the demand in the market and there would be a real risk of such quantum of space remaining vacant. The market demand report considers that the proposed quantum of 796sqm is more appropriate for the site and identifies that there is expected to be sufficient demand for types of uses being considered for the site, which include a cafe, workspace and food hall, to justify the proposed quantum of floor space. This evidence is supported by the socio-economic report which demonstrates that the proposed development would bring considerable economic benefits to Wood Green Town Centre. The socio-economic report notes that that it is anticipated that the workspace would create 17 FTE jobs and the café/food hall will create 34 FTE jobs.

6.2.43 The Class E floorspace has been designed to be flexible and to appeal to a broad range of occupiers, to ensure that it is able to positively contribute to the vibrancy and vitality of the Wood Green Town Centre. It is located at ground floor level

fronting Lordship Lane in order to ensure an active frontage and a good level of prominence for a future commercial occupier.

6.2.44 The flexible uses are proposed to increase the opportunity for obtaining an end operator to fill the space in the long term however a condition is recommended as part of any grant of planning consent to ensure the uses are town centre uses. The applicant has confirmed that the sites location away from the town centre has meant that most traditional town centre uses would not be attracted to the location of the site. The eastern location on Lordship Lane is on the periphery of the residential areas and would therefore generate low footfall, particularly for retail uses. Operators would only be attracted to the scheme if they are able to sustain business directly from residents in the development as well as in the direct vicinity. The applicants considered alternative town centre uses fronting Lordship Lane. However, overall these were considered less suitable, given the risk that they may remain vacant, or that a future use would not provide sufficient passive surveillance of the public realm.

6.2.45 The flexible commercial uses proposed including the overall quantum is considered appropriate for the site and would sustain and enhance the vitality and viability of the town centre.

Residential Use

6.2.46 The proposal would introduce an additional 78 self-contained new homes that would contribute to meeting the Borough's identified housing targets and deliver the aims of the Site Allocation SA9.

Principle of Purpose-Built Student Accommodation (PBSA)

6.2.47 The NPPF highlights the importance of boosting housing supply across the country; whilst Paragraphs 60 and 63 note the importance of providing housing for specific groups, such as students.

6.2.48 London Plan Policy H15 relates to purpose built student accommodation, stating that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, subject to matters including that the development contributes to a mixed and inclusive neighbourhood. Part B of the Policy states that Boroughs, are encouraged to develop student accommodation in locations well connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

6.2.49 Paragraph 4.15.2 of London Plan Policy H15 identifies that the overall strategic requirement for Purpose-Built Student Accommodation (PBSA) in London has been established through the work of the Mayor's Academic Forum, and a

requirement for 3,500 PBSA bed spaces to be provided annually over the Plan period has been identified.

6.2.50 Part D of London Plan Policy SD6 encourages a diverse range of housing within town centres such as student accommodation.

6.2.51 Part C of Policy DM15 of the DM DPD states that student accommodation will be supported where it is required to meet a local and strategic need and is appropriately located within:

a One of Haringey's Growth Areas, as identified in the Strategic Policies Local Plan; or
b Within or at the edge of a town centre; and
c In an area of good public transport accessibility

6.2.52 Part D of Policy DM15 of the DM DPD states that in addition to meeting the requirements of Part (C) above, proposals for student accommodation will also need to demonstrate that:

a There would be no loss of existing housing;
b There would be no adverse impact on local amenity, in particular, the amenity of neighbouring properties and on-street parking provision;
c The accommodation is of a high quality design, including consideration for unit size, daylight and sunlight;
d Provision is made for units that meet the needs of students with disabilities;
e The need for the additional bedspaces can be demonstrated; and
f The accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 of the DM DPD.

6.2.54 Policy DM15 of the DM DPD supports proposals for PBSA in growth areas, within or at the edge of a town centre, and in an area of good public transport accessibility (PTAL 6a).

6.2.55 The site is allocated in the Site Allocations DPD (SA9) for town centre uses and residential only and both of these land uses are being delivered as part of the proposed development. The addition of student accommodation at this location would create a diverse range of housing within the town centre that would contribute to a mixed and inclusive neighbourhood. Paragraph 3.32 of Policy DM15 of the DM DPD is considered to be applicable to this proposal as the it is recognised that the right type of provision, in the right locations – within Growth Areas and town centres can make a significant contribution to the local economy, aiding regeneration, as well as encouraging students out of shared rented

accommodation in family sized properties; thereby releasing these properties back into the market and reducing demand.

6.2.56 Proposals for the site also need to demonstrate that they would not result in a loss of housing. The proposed development would result in 78 new residential homes and in addition to this London Plan Policy H15 identifies that accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home. The proposed scheme would therefore deliver the equivalent of 332 new homes based on this ratio and make a welcome contribution towards delivering the requirement for Site Allocation SA9 and the borough's overall 10-year housing target.

6.2.57 Policy DM15 of the DM DPD also requires there to be no adverse impact on local amenity, that the accommodation is of a high-quality design including consideration for unit size, daylight & sunlight, and provision is made for students with disabilities. These will be assessed in later sections of this report.

6.2.58 The final parts of DM15 part D requires student accommodation schemes to demonstrate the need for the additional bedspaces and ensure the accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 (61 affordable habitable rooms).

6.2.59 London represents the largest student housing market in the UK – and Europe – with c.400,000 full time students studying across over 40 major universities, as well as those at smaller institutions. Whilst London has a large purpose-built student housing market, it does not come close to providing the amount of accommodation required to house London's students, with c.310,000 students having to find accommodation outside of this purpose-built sector.

6.2.60 The applicant has engaged in discussion with various higher educational institutions in regard to potentially occupying student rooms within the proposed development, including the London School of Economics (LSE), University College London (UCL), University of West London (UWL), and Middlesex University. The applicant has submitted a letter from London School of Economics (LSE) confirming on-going discussions in relation to occupying the proposed affordable student rooms.

6.2.61 The applicant has agreed to the use of the accommodation being secured for students and to seek to agree a nominations agreement for occupation by students of one or more high education providers. This would be secured in the S106 legal agreement.

6.2.63 The proposal will provide an element of affordable student accommodation. The applicant is proposing a blended approach to affordable provision comprising of 78 affordable homes and 54 student beds (of the total number of student beds 636) that would equate to 35% affordable provision by habitable room and floorspace. This blended approach is supported in principle.

6.2.64 Part A of Policy H15 of the London Plan requires boroughs to seek to ensure that local and strategic need for PBSA is addressed subject to 5 criteria which are assessed below. Part B encourages boroughs, student accommodation providers and higher education providers to develop student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

1) Mixed and inclusive neighbourhood

6.2.65 Policy H15 of the London Plan supports proposals for PBSA, provided that at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood. The site lies within the Wood Green Regeneration Area, as identified in the Site Allocations DPD.

6.2.66 In terms of the surrounding context, the site is within the eastern part of the Wood Green Town Centre and a short walk from Wood Green Underground Station. The surrounding land uses, both existing and emerging, comprise a mix of housing (with only 1 other PBSA block), commercial, retail and community uses.

6.2.67 The addition of PBSA on the site, combined with the proposed housing and flexible commercial space is considered to contribute positively towards this mixed-use character of the locality. The proposed development will therefore contribute to a mixed and inclusive neighbourhood.

2) The use of the accommodation is secured for students.

6.2.68 The s106 agreement would secure the use of the accommodation only for students only during the academic year. This would be sufficient to satisfy this policy requirement.

6.2.69 All occupiers of the PBSA will be students enrolled in courses recognised by the Office for Students, as used to define students by the supporting footnote to this criterion of Policy H15 of the London Plan. The applicant has confirmed that their tenancy agreement is generally for 51 weeks, where the 1 week gap between tenancies is for room cleaning. If there are 44 week tenancies which would typically exclude the summer months, the applicant would seek to have ‘summer lets’ to students who may want to leave their belongings for the upcoming year, or those doing summer courses.

3) The affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider and the remaining student beds is discussed above in paragraph 6.2.62 of the officers report.

6.2.70 The S106 agreement would ensure a commitment to reasonable endeavours in relation to nominations agreements is secured. As noted previously, the applicant has engaged in discussion with various higher educational institutions in regard to potentially occupying student rooms within the proposed development. It is widely recognised, including within the emerging Purpose-built Student Accommodation London Plan Guidance (LPG), that securing nominations agreements at the planning application stage is challenging.

6.2.71 The applicant has confirmed that they have been actively engaging with various higher educational institutions in regard to potentially occupying student rooms within the Proposed Development, including the London School of Economics (LSE), University College London (UCL), University of West London (UWL), and Middlesex University. The Applicant is committed to continuing these discussions following the grant of planning permission.

6.2.72 As noted previously, the applicant has engaged in discussion with London School of Economics (LSE) who have expressed interest in the proposed affordable student rooms. to supplement their existing stock of student accommodation, they have provided a letter of support for the scheme.

4) The maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:

a. to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, colocation and substitution.

b. where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E.

6.2.73 The London Plan sets out that to provide greater certainty, speed up the planning process and increase the delivery of affordable student accommodation, a threshold has been introduced for PBSA schemes to take advantage of the ‘Fast Track Route’. To follow the ‘Fast Track Route’ the amount of affordable student accommodation provided should be at least 35 per cent of student bedrooms in the development.

6.2.74 The applicant has opted to follow the 'Fast Track Route' by implementing a blended approach to affordable housing where the proposed affordable housing and affordable student bedrooms within the proposed development equates to 35% based on floorspace, habitable rooms, and units of the total number of new homes including the PBSA accommodation. The approach to affordable housing delivery is assessed in later sections of this report.

6.2.75 The blended approach to the delivery of affordable housing ensures an inclusive and mixed neighbourhood is created, whilst prioritising the delivery of affordable homes for those that most need it in the borough.

6.2.76 As the required threshold for affordable housing using this blended approach would be met, the scheme does not need to be considered under the Viability Tested Route (as described under Part E of Policy H5 of the London Plan Threshold approach to applications and the Mayor's Affordable Housing and Viability SPG) and the affordable housing provision is complaint with London Plan Policy. The GLA comments notes that the supporting information to support the blended approach to affordable housing, would deliver 35% affordable provision by habitable room and floorspace, is welcomed and the development can follow the fast track route.

6.2.77 Whilst the proposal would not meet the local 40% borough wide affordable housing target, the London Plan was adopted more recently than the Local Plan and is therefore its policies must be given great weight.

5) The accommodation provides adequate functional living space and layout

6.2.78 Nationally Described Space Standards on minimum room and flat sizes do not apply to student accommodation. However, the plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions.

6.2.79 The development proposes a range of accommodation typologies, including ensuite cluster bedrooms where several rooms share a kitchen space, ensuite studios, duplex studios, 1 bed studio apartments and accessible studios. The table below sets out the individual unit sizes:

Cluster Ensuite Bedrooms	12.8m² to 16m²	64
Cluster Social Suites	16m²	71
Wheelchair Accessible Bedrooms	25m² to 29m²	34
Duplex Apartments	28m²	11
1-Bed Apartments	22m² to 29m²	75
Studios	16m² to 21m²	381
Total		636

6.2.80 As is expected in student housing, the individual rooms / units do not have private external amenity space with the exception of the duplex studio's on the ground floor that would have access to a private terrace. However, the development includes a generous external podium roof garden at 1st floor level and sunken courtyard at ground floor level.

6.2.81 Generous internal shared amenity space would be provided at ground floor level, illustrative drawings in the Design and Access Statement (DAS) indicate that these spaces could include a 24 hour reception, private and social study space, on-site library, state of the art gym, lounge and games area, communal dining area, social laundry with interactive games, private dining room and a recording and podcast studio.

6.2.82 Every room is provided with a toilet, shower, and basin; and the ensuite studios which come in two sizes have basic cooking facilities in the form of a kitchenette. The 1 bed studio apartments have dedicated living space and cooking facilities. The accessible studio has a larger bedroom and larger cooking area, the ground floor duplex studios have living and cooking spaces below with a bedroom and workspace at mezzanine level. Social Studio living/kitchen areas would be provided for the ensuite clusters. A cluster would contain a maximum of 6 bedrooms with the associated Social Studio living/kitchen and a maximum of 8 bedrooms with the associated Ensuite living/kitchen sized, proportionately, so that sufficient kitchen space is provided for all rooms of accommodation.

6.2.83 Almost all units are inevitably single aspect, except for some corner units to the north and south of Building A. As the layout is currently configured around the central courtyard the units to the north facing onto the street will therefore be single aspect and north facing. The large 1 bed studio apartment rooms wrap around the corners of the proposed PBSA building to the north and the 1 bed studio apartments to the south are dual aspect. Overall, the quality of private and communal accommodation is high for student housing.

Conclusion

6.2.84 Given the above considerations, the loss of the existing Mecca Bingo facility at the site is justified when considered against the land use planning requirements of the site allocation and there is no longer an adequate demand by the local community for the leisure facility on this site. The proposed development would be in accordance with the land use planning requirements which is for town centre uses with residential as well as achieving the required wider aims and objectives. The provision of student accommodation at this location is supported in principle as it contributes to a mixed and inclusive neighbourhood and contributes to the Councils housing target. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.3 Affordable Housing and Housing Mix

6.3.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units

6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent and intermediate housing respectively. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the London Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD highlights a preference for social and affordable rented accommodation.

6.3.3 Policy H4 of the London Plan seeks to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a 'threshold approach', whereby schemes meeting or exceeding a specific percentage of affordable housing by habitable room, without public subsidy, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR). Such applications are not required to submit viability information and are also exempt from a late stage review mechanism.

6.3.4 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.

6.3.5 Policy H1 of the London Plan, in the supporting text clarifies that non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.

6.3.6 Taking into consideration the London Plan ratio, the scheme overall delivers the equivalent of 332 homes of which 78 are traditional C3 homes. The 636 student beds provide the equivalent of 254 homes based on the above mentioned ratio.

'Fast-track route' assessment

6.3.7 The applicant proposes a blended approach to on-site affordable housing, comprising 78 affordable homes and 54 affordable student rooms. Rather than providing 35% affordable housing within each separate component, the proposed approach involves maximising the provision of traditional C3 residential affordable homes within Buildings B, C and D, and then 'topping up' the affordable housing offer with affordable student housing within Building A to arrive at an overall offer of 35%.affordable housing by habitable room which means that the application benefits from London Plan Policy for "fast track" consideration and does not need to provide a Financial Viability Assessment (FVA).

6.3.8 Whilst the proposal would not meet the 40% target specified by Policy SP2 of the Council's Local Plan and DM13 of the DM DPD, given that the London Plan was adopted more recently and is therefore making Policy H15 and H5 of the London Plan the prevailing policy, the proposed level of affordable accommodation is acceptable. As the required London Plan threshold for affordable housing and affordable student accommodation would be met, it is not considered necessary for the scheme to need to be considered under the Viability Tested Route.

6.3.9 In order to ensure that the maximum reasonable amount of affordable housing is delivered, S106 planning obligations securing an Early Stage Viability Review are recommended. These obligations would re-consider viability in the event that any planning permission is not implemented within two years and if a planning permission is implemented but then stopped before completion.

Amount, type, location

6.3.10 The applicant has worked with the Council's housing team to deliver the optimum viable affordable housing provision to meet the Council's priorities. Buildings B, C and D are to be provided as 100% affordable housing (Use Class C3) comprising 78 affordable homes in total. Of the 78 affordable homes, Building C comprises 45 social rented homes (134 habitable rooms), Building D comprises 7 social rented homes (49 habitable rooms) and Building B comprises of 26 intermediate homes (77 habitable rooms). Buildings B, C and D provides 260

habitable rooms in total. Building A provides 626 PBSA rooms, of which 54 are affordable rooms. Once living spaces within cluster accommodation are included this equates to 656 PBSA habitable rooms in total of which 61 are affordable PBSA habitable rooms. The total number of affordable habitable rooms within buildings A, B, C and D equates to 321.

6.3.11 The affordable housing proposes a split of tenures, which exceeds the requirements of Policy DM 13 of the DM DPD which requires a 60/40 split, with the proposal providing a 70/30 spilt in favour of social rented homes. Family-sized low-cost homes for those in the most housing need is the affordable housing priority for the council; as such the 13 family units which includes seven 5 bed townhouses are strongly supported. The Intermediate homes are to be provided as shared ownership housing.

6.3.12 The affordable homes are independently accessed from Wellesley Road and are configured so that both the social rent homes and intermediate homes are arranged independently of each other, located in standalone flatted blocks, or standalone terrace of townhouses. Buildings B, C and D are all self-contained as required by Registered Providers for management purposes. Building B includes 5 wheelchair accessible homes and Building C includes 4 wheelchair accessible homes. The affordable homes have full access to the urban green space which provides opportunities for play and social interaction, as well dedicated private communal amenity space. Both Buildings B and C include communal roof top amenity space at first floor level. The 5 bed townhouses in Building D benefit from their own private gardens.

Affordability

Social Rent Homes

6.3.13 The rented affordable homes are to be let at Social Rent levels, in accordance with the Council's Housing Strategy

Intermediate Homes

6.3.14 The Intermediate homes are to be provided as shared ownership. The Council's preference is for London Living Rent however the applicants have stated that feedback from Registered Providers indicated that shared ownership was the preferred form of any intermediate housing at the site. The provision of shared ownership also helps subsidise the delivery of the social rent homes, of which a significant portion are family homes.

Service Charges

6.3.15 The applicant's Affordable Housing Statement states that provision of affordable homes within a series of standalone buildings means that the homes can be effectively and efficiently owned and operated by a Registered Provider of

affordable housing. This ensures that the level of service charges paid by tenants/ occupiers can be kept to a minimum.

PBSA - Student accommodation

6.3.16 To ensure students with an income equivalent to that provided to full-time UK students by state-funded sources of financial support for living costs can afford to stay in PBSA, the maximum number of bedrooms in PBSA are required to be affordable at this income level. The rental cost for this affordable student accommodation has been defined through the work of the Mayor's Academic Forum.

6.3.17 Affordable student accommodation is defined in the London Plan as a purpose built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.

6.3.18 The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report. The affordability of the affordable student accommodation would be secured through a s106 agreement.

6.3.19 Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance in the future. Review clauses are recommended to be included to the s106 to ensure that any updated guidance is picked up and applied to this scheme going forward.

6.3.20 The applicant has committed to ensuring that the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. This would also be secured through the s106.

Dwelling Mix

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

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

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

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

6.3.25 The table below sets out the proposed development's dwelling mix by tenure (Buildings B, C and D):

Unit type	Social Rent	Intermediate	Social Rent Total	Intermediate
1 bed	13	9	25%	35%
2 bed	26	13	50%	50%
3 bed	4	4	12%	15%
4 bed	0		0	
5 bed	7		13%	
Total	52	26		

6.3.26 Eight of the proposed homes (12%) would be three-bedroom and seven would be five-bedroom (13%) family sized accommodation. This substantial provision of family-sized homes would avoid an overconcentration of smaller units in the area and would contribute significantly towards meeting the demand for affordable family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.3.27 Policy DM15 of the DM DPD states that proposals for student accommodation will need to take into consideration unit size.

6.3.28 The table below set out the proposed PBSA mix (Building A)

PBSA - Building A									
Level	En-suite	Social Studio		Duplex Studio	Studio 18 sq.m	Studio 21 sq.m	1 Bed Studio	Accessible Studio	Beds/ floor
	8	5	6						
00	0	0	0	11	0	0	0	0	11
MZ	0	0	0	0	0	0	0	0	0
01	1	1	1	0	47	9	6	4	79
02	1	0	2	0	46	9	6	5	74
03	1	0	2	0	46	9	6	5	74
04	1	0	2	0	46	9	6	5	74
05	1	0	2	0	46	9	6	5	74
06	1	0	2	0	46	9	6	5	74
07	1	0	0	0	42	9	6	5	70
08	1	0	0	0	24	4	4	0	40
Units	**8**	**1**	**11**	**11**	**343**	**67**	**46**	**34**	**521**
Beds	**64**	**5**	**66**	**11**	**343**	**67**	**46**	**34**	**636**
Sub Total Mix	10%	1%	10%	2%	54%	11%	7%	5%	100%
Total Mix	10%	11%		2%	54%	11%	7%	5%	100%

6.3.29 The proposed PBSA mix is appropriate in this location as it would support student housing needs and is therefore considered acceptable with regard to the above planning policies.

6.4 Suitability of Site for Tall Buildings

6.4.1 London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises site capacity.

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

6.4.3 Site Allocation SA9 identifies the site as being suitable for tall buildings and that development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.

6.4.4 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) in 2016.

6.4.5 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around Wood Green, as being suitable for tall buildings. It also prescribes a range of requirements for tall buildings. Policy DM6 of the DM DPD states that as well as being located in suitable areas and being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts. Clusters of tall buildings should also demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.

6.4.5 Local Plan Policy SP11 and Policy DM6 of the DM DPD defines 'tall' buildings as those 'which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London. Notwithstanding this, the definition of a tall building in London Plan Policy D9 is set at 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey of which the proposed development exceeds. As such, the proposed development does require assessment under London Plan policy D9.

6.4.6 The proposed development ranges in height from 3 to 9 storeys. The tallest element of the proposed development is Building A, being the PBSA building which fronts onto Lordship Lane. The GLA's Stage 1 comments note that Building A which is the largest within the proposed development is the only building that meets the definition of a tall building.

6.4.7 The location of the proposed tall building is within the area designated as being suitable for tall buildings area as identified in Table 2.2 of Policy DM6 of the DM DPD.

6.4.8 The Councils Design Officer notes that the site is one of several expected to be developed at greater height and density than its existing condition, as part of an expectation that considerable growth of both housing and employment can be accommodated in such sustainable locations with ready access to vibrant town centre facilities and excellent public transport connections. Many of the sites leading into the town centre will be included in the forthcoming local plan as sites suitable for tall buildings

6.4.9 The GLA Stage 1 comments state that GLA officers acknowledge the intent for tall buildings in this location, however it does not strictly meet the locational requirements of D9. GLA Officers will have regard to the level of compliance with Policy D9 as a whole when considering the suitability of tall buildings in this location, with reference to the visual, functional, environmental and cumulative impacts of the tall buildings, assessed below, and in conjunction with an assessment of all other material considerations.

6.4.10 The consideration of the tall buildings as a function of the overall development design and its impact on local character, protected views, local climatic conditions, and all other relevant matters will be assessed in the sections below.

Visual Impact

6.4.11 Policy D9 of the London Plan states that where suitable tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.

6.4.12 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised. The Site falls within the Locally Significant View 19 from Bruce Castle at Lordship Lane to Alexandra Palace, and Locally Significant View 22 from Adam's Road to Alexandra Park.

6.4.13 The Heritage Townscape and Visual Impact Assessment (HTVIA) confirms that locally significant view 19 'Lordship Lane at Bruce Castle to Alexandra Palace', would not be adversely affected by the tall building in this location as the proposed development is fully screened by trees and townscape from this view. The Council's Design Officer has reviewed the HTVIA and agrees with this assessment.

6.4.14Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context.

6.4.15 Proposed Building A, will be located on the Lordship Lane frontage, and will be 8 storeys, with a recessed 9th floor 'pulled in' about 1.5m from the northern and western edge and considerably more from the eastern edge and north-eastern corner. The Council's Design officer notes that the eastern side of the Building A drops a floor at each corner (to eight storeys) and a further floor for the longer length of its middle (to seven storeys), in a gesture towards transition to the lower height of the existing Vincent Square to the east and the six storey proposed Building C to the south, and the very subsidiary character of this façade, being onto a footpath and private estate access road.

6.4.16 The Council's Design officer has reviewed the proposal and notes that Building A in this location is appropriate as a "Landmark" by being a 'wayfinder' and a marker for this area, marking the station and closing vistas of the east-west streets, the main north-south street, marking the new development with its new park from the south, west and east, and marking Wood Green station from the north. Building A is also capable of being considered a "Landmark" within the local context of views along Lordship Lane east and west and from its immediate context on Wellesley and Redvers Roads just to the south, marking the edge of the town centre. The Design officer notes the design of Building A is elegant, well-proportioned and visually interesting when viewed from any direction.

6.4.17 The applicant has submitted a Heritage Townscape and Visual Impact Assessment (HTVIA) with the application which has assessed the visual and cumulative impacts of the tall building in this location. The assessment states that the proposed development would improve the architectural quality, public realm provision and local townscape creating an improvement on the current condition. The design approach adds to the varied character of the Wood Green town centre, drawing on the rich mix of materials and typologies in its local surroundings, enhancing the Site's contribution to the townscape of Lordship Lane.

6.4.18 The GLA's Stage 1 comments have raised no objection to the impact of the proposed tall building in terms of its overall height, massing, location and impact on townscape views. The Council's Design and Conservation Officers also raise no objections to the height and townscape impact of the tall building.

6.4.19 Therefore, the proposed development would have a beneficial impact on the townscape and visual amenity of Wood Green. The scale, form and detailed design of the proposed tall building would integrate well within the emerging character of this growth area and would provide an appropriate transitional development between the larger scale and more modern buildings of Omnibus House and the Vue Cinema complex to the immediate west, and the surrounding residential neighbourhood as well as a visual marker and wayfinding building within the local area.

Functional Impact

6.4.20 The GLA's Stage 1 comments notes that the approach to servicing, maintenance and management is broadly supported. The application is supported by a student drop-off strategy, the arrangements for the student accommodation, including the servicing, are supported in principle. The commercial servicing arrangements on Lordship Lane is discussed in the transport section of the report.

Environmental impact

6.4.21 In terms of environmental impacts, the applicant's technical information has been assessed in detail in the sections below and appropriate mitigation measures have been secured.

6.4.22 The Council's Design Officer notes that Building A is not and will not in the future be close enough to any other tall or taller buildings, such that it is unlikely to ever form such a tight cluster that they would visually coalesce therefore the cumulative climatic impact of the building would be acceptable in terms of its impact on the local microclimate.

6.5 Heritage Impact

Policy Context

6.5.1 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting

6.5.2 Paragraph 202 of the NPPF states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'

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

6.5.4 Policy DM9 of the DM DPD further states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that should be sensitive to their impact.

Legal Context

6.5.6 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".

6.5.7 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

6.5.8 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case states that "Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”

6.5.9 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.

6.5.10 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in Barnwell, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

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

Assessment of Impact on Heritage Assets and their Setting

6.5.12 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the

statutory requirement to ensure that proposals ‘conserve and enhance’ the conservation area and its setting.

6.5.13 The Conservation Officer has reviewed the proposal and its impact on heritage assets and their setting and notes that the Noel Park Conservation Area is characterised here by the rear gardens of the two storey properties fronting Moselle Avenue. Noel Park Conservation Area is a late Victorian Philanthropic housing estate with five main dwelling types of varying sizes. The estate is laid out in a grid pattern, with long straight streets creating formal, well-ordered, and uniform streetscapes with good legibility. Each terrace in this Conservation Area is different, with distinctive variations in architectural detailing: some with rounded porches, some with sloped, tiled porches; some with round attic windows and some with double fronted windows. The terraces are brought together with commonalities such as the layout of the streets, corner features such as turrets, and the extensive use of red brick which forms the overall backdrop. Noel Park is harmoniously cohesive in character and architecturally varied by virtue of the quality and architectural features of the buildings, the harmony in design across different streets, the consistency in layout and streetscapes, and the coherence and legibility of the estate.

6.5.14 The Conservation Officer notes that Gladstone Avenue is the central street and one of the two main thoroughfares in the estate, has junctions with the busy Wood Green High Road and its townscape is strongly defined to the west by two local landmarks such as grade II listed St Marks Church and the neighbouring Primary School. Gladstone Avenue also hosts the largest type of house but there are also several terraces of Tyneside flats with a smaller unit size. The scale and detailing of the buildings here, as well as the width of the road, set it apart from other streets within the estate.

6.5.15 The Conservation Officer notes that Moselle Avenue is a well-designed residential street running to the north of Gladstone Avenue and is enclosed by long sections of unbroken red and yellow brick houses and end-of terraces feature interesting turrets and corner buildings between junctions. Views across the main avenues as well as views through to rear elevations greatly contribute to read the designed quality and character of the Conservation Area and new development in its setting should be sensitively designed and tested so to retain the historic townscape in the views across, into and out of the conservation area and to protect its special character.

6.5.16 The Conservation Officer advises that it is important to consider that the proposed scheme forms part of the progressive redevelopment and reinforcement of Wood Green metropolitan centre that sees an emerging urban scenario of taller and higher density new major developments as envisioned in both the current and draft new Local Plan. Within this evolving urban context, it is accepted that the

proposed height and density for the new development at the site are acceptable and appropriate for the metropolitan centre location of the site.

6.5.17 The Conservation Officer notes that the proposed scheme includes a 9 storeys Purpose Built Student Accommodation building (Building A) located along the busy Lordship lane frontage and crowned with a recessed tenth floor; as stressed in the Conservation Officers comments, this building will have a civic urban character, and will mark the edge of the town centre by virtue of its height, elegant proportions and high quality materials that will reflect the contemporary character, emerging language of major developments in and around Wood Green. The Conservation Officer advises that the new building certainly constitutes a jump in scale when compared to the surviving Victorian and Edwardian terraces fronting the north side of Lordship Lane or the Victorian houses that characterise the Noel Park Conservation Area to the south of the development site, however it is perfectly aligned with the council vision for the Wood Green Town Centre and it is understood that this design will help to define and consolidate the civic character of the town centre.

6.5.18 The Conservation Officer notes that to the immediate west of Building A, the PBSA building, the design proposal includes an elongated pocket park forming part of the carefully designed landscape that complements the proposed scheme; this landscape design helps defining the north-western corner of the site as well as complementing the new north-south connecting path through the new development and leading to the 5-6 storeys residential Buildings B and C, as well as to the three storey town houses – Buildings D, which are located to the south end of the development site and to the west of Wellesley Road.

6.5.19 The Conservation Officer advises that the design of the proposed scheme has been informed by a thorough analysis of its heritage context, by a comprehensive pre-application discussions with officers and by reviews from the Council's Quality Review Panel (QRP) that supports the proposed design. The height and massing of the scheme have been progressively explored and refined to respond to the diverse character of the immediate surrounding of the development site that spans from the busy and tall town centre frontage along Lordship Lane to the two storey Victorian terraces of the Conservation Area and accordingly expresses a mediating design response that successfully attempts to reconcile the contemporary, tall and densely built environment envisioned for the town centre and the small scale, historic environment of the Conservation Area. Accordingly, the proposed scheme very sensitively drops down in height to the south where it adjoins the historic townscape of the Noel Park Conservation Area and where the proposed new town houses (Buildings D) reference the established proportions, forms, and materials of the conservation area.

6.5.20 The Conservation Officer advises that the proposed height, massing, architectural design, and landscape design stem out of a thorough understanding of both the constraints and opportunities offered by the site, an equally thorough

understanding of its urban and heritage setting, and, on this basis, the proposed scheme provides a bespoke and heritage-sensitive design response aimed at reinforcing the urban character of Wood Green whilst respecting the heritage character of the Noel Park Conservation Area. The design stages through which the proposed scheme has been informedly and carefully developed have been consistently underpinned by an ongoing assessment of heritage and visual impact that has allowed to understand how the evolving design choices would impact on the appreciation of the consistent historic character of the well-preserved Noel Park Conservation Area which is the heritage asset most directly impacted by the proposed development. The comprehensive HTVIA supporting the proposed scheme considers the impact of the proposed development on the significance of those heritage assets surrounding the proposed scheme within a radius of 250 m. These include Noel Park Conservation Area, Trinity Gardens Conservation Area, the grade II*Top Rank Club, the grade II listed Wood Green Underground Station, the grade II Church of St Mark, the locally listed 203 High Road (The Nag's Head Public House) and the locally listed 22 Pellatt Grove. The submitted Heritage Assessment thoroughly articulates the heritage significance, character and appearance of each heritage asset considered, then expands on the contribution of its setting to the heritage significance of each asset and provides an assessment of the effect of the proposed development on the significance of the heritage asset.

6.5.21 The Conservation Officer notes that in relation to the impact on the Noel Park Conservation Area, the HTVIA analyses those key views across the Conservation Area as seen along Gladstone Avenue, Vincent Road, and Moselle Avenue; these views allow to appreciate the historic character and townscape quality of the area including its landmark buildings such as the listed St Mark's Church. Several relevant views were identified and assessed throughout the design development at pre-application stage, and the ongoing assessment of impact informed the design development that has led to design choices that minimise impact on the significance of heritage assets and on the views of the heritage assets.

6.5.22 The Conservation Officer notes that the HTVIA shows in view 4 that the proposed development will tower above the intact historic roofline of the terraces located along Gladstone Avenue as seen in views taken from Russell Avenue / Lymington Avenue. Also, as shown in view 6, the new development will infill the existing visual gap between the existing corner houses framing the junction between Gladstone Avenue and Moselle Avenue as seen from Gladstone Avenue and this will weaken the visual primacy of the historic houses and the full legibility of their historic skyline.

6.5.23 The Conservation Officer advises that the proposed assessment of the effect of the proposed development on the significance of heritage assets is well articulated, clear and largely convincing at the outset. The Conservation Officer considers that the harm would be 'less than substantial harm', making Paragraph 208 of the NPPF relevant. The Conservation Officer concludes that the proposed

scheme is acceptable from a conservation perspective and it would lead to a low level of less than substantial harm to the significance of the conservation area and its assets and the scheme is well designed and of high architectural quality, it provides a positive design response to its diverse setting and to the mixed urban grain of the area. Officers consider this low level of harm would be more than outweighed by the several significant public benefits of the proposed development namely the provision of affordable housing, the provision of good quality family housing, the provision of high quality student accommodation, the enhancement of the townscape, landscape, and public realm along Lordship Lane. The provision of a publicly accessible urban green space. The provision of high quality flexible town centre commercial floor space.

6.5.24 Given the above and the support from the Design Officer and the QRP, the proposed development in conservation and heritage terms is therefore acceptable.

6.6 Design and Appearance

National Policy

6.6.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.6.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

6.6.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).

6.6.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

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

6.6.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

6.6.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

6.6.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on two occasions in September 2023 and November 2023.

6.6.9 The full Quality Review Panel (QRP) report of the review on November 2023 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to

ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation, orientation and social interaction. The architecture is developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

6.6.10 Detailed QRP comments from the most recent review together with the officer comments are set out below.

Panel Comment	Officer Response
Height and massing	
At the previous review, the modelling of height and massing was in its infancy. The panel encourages the project team to continue its daylight and sunlight and townscape visual impact assessments. As the roofscape is now more developed, key views (such as from the Noel Park Conservation Area) should be tested again.	The project team has provided an external daylight and sunlight assessment prepared by GIA and Heritage Townscape and Visual Impact Assessment prepared by the Townscape Consultancy. The Design Officer notes the project teams daylight and sunlight assessment is comprehensive
Long sections and larger scale plans showing the proposals in context should also be developed. These will strengthen the design narrative and provide Haringey officers with the information to better assess the edge conditions, building heights, window positions and interaction between buildings and green spaces.	The project team has provided long sections and larger scale plans showing the proposals in context along with imagery providing details on the edge treatments and interaction between the different proposed buildings
The panel asks for a north-south section cutting through Buildings A and C to check that the distances between windows across the narrow alleyway will work, or if adjustment is needed.	To address this, the project team have carefully placed buildings to ensure that primary aspects are directed away from one another. In the case of Building A and C, only services and ancillary spaces front onto the secured service corridor. On the upper floors there is 20m between facing openings between Building A and C. The Design officer notes that any potentially overlooking windows in the two blocks (Buildings A and C are over 20m apart
The panel is concerned that the proposed height and massing may overshadow open green spaces. There is an eight-storey element to the southwest of the purpose-built student accommodation which appears likely to prevent sunlight reaching the courtyard during the winter. The neighbouring	Through extensive coordination with the Daylight & Sunlight consultants, the project team has looked at various method to optimise daylight and sunlight to all homes, communal areas and outdoor amenity. This has been

properties along Lordship Lane also appear likely to lose access to winter sun in their private gardens as a result of this scheme. The project team should adjust the design to ensure that people can enjoy these spaces, which will be important to their health and wellbeing.	balanced to ensure the proposals do not impact the surrounding properties any more so than the recent developments (Omnibus House) to the west of the site. Given the urban context of the development, where shortfalls in daylight and sunlight occur, key steps have been taken to ensure this shortfall in minimised and alternative benefits are provided. These include: -Ensuring good daylight and sunlight levels to the primary public outdoor space (above the BRE guidelines) -Providing a range of communal outdoor amenity with a variety of shaded and non-shaded spaces to cater to different seasons and personal preferences This is further supported by the Design Officer
Masterplan The introduction of the town centre uses to the north and a more active edge to the west of the purpose-built student accommodation are improvements since the previous review. The landscape-led masterplan has created genuinely public new spaces and has increased the permeability of the site, connecting it into its surroundings. However, the panel's concerns around safety at night remain. This is heightened by the fact that the primary entrance to the student accommodation is directly opposite the	 QRP support noted QRP support noted The project team has had extensive discussions with the Council to determine the location and primary entrance to the student accommodation and town centre space.

urban green space, away from the natural surveillance of Lordship Lane. Both the project team and Secured by Design must be confident that sufficient security is in place to protect potentially vulnerable students arriving home late at night and alone.	To address the panels concerns, the urban green space will be managed by the applicant, alongside a 24/7 manned reception within Building A, it was deemed that greater control over the security and safety of the student approach through the urban green space would be available, given the direct connection from the two spaces. To further enhance security and safety, the surrounding buildings have been designed to provide natural surveillance to all areas of the urban green. Tree planting has been specified to ensure tree canopies do not obstruct visibility through the green. Massing of building B has been developed to mitigate against areas of non-visibility. The project team has been in consultation with Secure by Design at the pre-application stage and will continue to inform the proposal through the project's development. The Secured by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme
The panel understands that 24-hour management including perimeter walks, CCTV and a concierge are planned, alongside careful lighting design. The panel asks that these security measures are conditioned in any planning permission to give Haringey members comfort that they will be implemented.	QRP comment noted
The panel notes that there may also be issues on move-in day if 600 students arriving at the same time cannot find the	The project team has provided a Residence Management Plan with

front door, if it is not in the most natural location. It suggests that the primary entrance is relocated to the northwest corner of the building. This will help with wayfinding and safety and will mean that if, once tested, the urban green space does need to be closed off at night to manage security, the internal building plan will not need to be reconfigured.	details of the arrangements for students moving into and out of the site. The project team has had extensive discussions with the Council which has resulted in several options tested with regards to the access and distribution of the student accommodation and town centre space on the ground floor. The project team explored relocating the primary entrance to the northwest corner of the building however it was not deemed suitable for the following reasons; -Provided minimal to no separation between the town centre space and student entrance hindering wayfinding. -Would enlarge the distances from student drop offs to the primary entrance as to not occur on Lordship Lane. -Compromised the internal layouts of both student and town centre spaces -Accessibility compromised by the need to mitigate inherent site levels requiring the need for internal steps and platform lifts to allow students to enter from Lordship Lane and travel through to the amenity spaces and vertical cores. The Design Officer notes that the location of the PBSA building (Building A) main entrance was carefully considered.
Landscape The panel commends the work completed on the landscape design since the previous review. The character of the urban green space now effectively integrates play. As well as considering children, the project team	QRP support noted

should think about how seating could be provided to welcome the elderly community who will lose their bingo hall on this site.	
The angled splay to the student accommodation building successfully guides people towards the urban green space. While the perspective views do not yet space sound promising. The panel encourages the project team to include as many trees as possible to make this feel like a truly green space.	QRP comment noted. The project team has maximised urban greening across the development, including planting of additional trees.
The design of the urban green space appears to help separate pedestrians from the servicing vehicles that will regularly need to traverse this site. This could be further improved by moving the younger age play spaces to the west, away from the shared surface areas, and using planters as security barriers.	To address this, the project team has moved the playspace away from the shared surface and the younger age group play space being separated from it by raised planters, which will act as a natural barrier separating children from any vehicular movements along the shared surface access road.
The street to the south of the site, between Buildings C and D, should also be looked at in greater detail to ensure that vehicle traffic does not alter its intended character as a pedestrian-priority play street.	To address this, the project team has incorporated a raised table to signify pedestrian priority, which together with the paving surface finish will act to greatly discourage drivers from driving at speeds which are unsafe for pedestrian interaction. Furthermore, given the only drivers expected to utilise this space are the disabled drivers who would be using the parking bays in front of their homes, it is expected that vehicle movements will be very minimal.
The courtyard space for the student accommodation, however, seems less developed. The panel is concerned that this may become a visual amenity only, rather than being actively used. It encourages the project team to develop	The project team have explored the panel's comments and have developed the courtyard spaces to maximise usability and social interaction. On the ground floor is the 'Atrium Garden', an open to air courtyard nestled between the various amenity

the courtyard with the same care as the other outdoor spaces. One suggestion was to consider terracing the courtyard, so that it is not such a sheer drop from the upper level to the lower atrium and so that more light reaches the lowest part. Another idea was to add a staircase between the atrium and the upper level, creating a direct, external connection to ensure that both spaces are better used.	functions surrounding it. A central feature tree anchors the space around which low level vibrant fern garden provides a quiet sanctuary. Social functions such as outdoor dining and group seating activate the space, which is visually connected to the first floor courtyard above. On the first floor, surrounding the atrium garden, is the student's courtyard. Accessed from 3 corners, it provides multiple zones for student interaction and group activities. Outdoor dining, study pods, tiered seating, together with a flexible use area, defined by planting, makes this a truly usable, vibrant courtyard. QRP comment noted however the project team have explored the panel's comments and it was felt that terracing the courtyard towards the ground floor would greatly impact the usable area on both the amenity space on ground and first floor level as the usable area would be replaced with transitional/circulation whilst greatly increasing build complexity and ability to provide accessible circulation. With regards to a direct connection, the project team had sought to address this QRP comment through the inclusion of a mezzanine and staircase, however, this has now been omitted from the scheme as it resulted in surplus communal amenity space which added little benefit to the quality of the student accommodation and presented challenges. Although the physical link to the courtyard has been omitted, a visual connection is maintained through the inclusion of the atrium garden.

	The Design Officer notes that the mezzanine and staircase were thoroughly investigated
Purpose built student accommodation The project team has recognised that because this building is not part of a campus, students will be commuting to many London universities and may feel disconnected. The vision for this development, therefore, focuses on social interaction as part of a strategy for student health and wellbeing. The panel encourages the project team to continue to develop this narrative to make it clear to students why they might want to live here.	QRP comments noted however the project team draws upon the experience of the applicant in the delivery of PBSA across the UK to ensure a quality student experience.
The panel can see this vision reflected in the ground floor amenity spaces but cannot see it in the upper floor plans. These are repetitive, with long artificially lit corridors creating a monotonous and disorienting route to the students' rooms. This appears unlikely to encourage students to leave their rooms and be sociable. The panel asks that windows are introduced into the corridors to break them up, at least at the ends. This will soften the currently institutional feel. Openings would provide natural light, cross ventilation and views out, humanising the circulation experience.	QRP comment noted however the project team felt that given the nature of the proposed development, removing rooms to provide openings to the external façade would in turn create pockets of space, out of the line of visibility from the primary corridor, whereby loitering and other activities could take place. This would further compromise the surrounding accommodation with regards to noise and privacy As a response to QRP comments the project team provides a secure and managed amenity space on ground floor level with a variety of spaces and uses to cater to a diverse student population to allow all students to socialise and enjoy the communal areas whilst ensuring comfort to those in their bedrooms. Windows have been provided near each vertical core to assist in wayfinding and orientation.

There are also many student rooms that are not part of clusters and so do not have access to communal amenity space on their own floor. For these students, especially on the top floors, it is a long journey down to the ground floor amenity spaces. In the panel's view, it would be worth removing some rooms to rectify this, and to provide shared spaces that the students on that floor can feel more ownership over. Windows should be included as respite from the long corridors, helping to promote social interaction as well as providing natural light, ventilation and views out. The project team should explore whether these spaces could create a visual connection to the courtyard	QRP comment noted however the project team has confirmed that the applicant has extensive experience of the management challenges presented by dispersed amenity spaces and the associated operational issues this presents. In developments where communal amenity spaces are scattered throughout the development it is typically the case that these spaces, which lack passive surveillance, are closed other than between very limited hours. It is considered that overall, focusing communal amenity space at the ground floor where it is able to be effectively managed through the day and night, and also to foster greater social interaction, is to the benefit of student residents and results in a better-quality student experience. Given the nature of the proposed development, removing rooms to provide opening to the external façade would in turn create pockets of space, out of the line of visibility from the primary corridor, whereby loitering and other activities could take place. This would further compromise the surrounding accommodation with regards to noise and privacy. Windows have been provided near each vertical core to assist in wayfinding and orientation The Design Officer notes that the project team have extensive experience of this type of layout. To address this, the project team has created a visual link through the addition of the atrium garden, which will visually link the raised courtyard, fern garden,

below to encourage its use. There could also be diagonal visual connections across the courtyard between shared amenity spaces on other floors, to add to the sense of community. Due to the change in levels across the site from north to south, the ground floor amenity spaces have very generous internal head heights. The panel thinks that the project team could take advantage of this to create mezzanine levels that link directly into the courtyard.	and urban green space. This ensures natural wayfinding and student journey through the building as they enter from the student entrance through to the raised courtyard. The project team had sought to address the QRP comment through the inclusion of a mezzanine and staircase, however, this has now been omitted from the scheme as it resulted in surplus communal amenity space which added little benefit to the quality of the student accommodation and presented challenges. Although the physical link to the courtyard has been omitted, a visual connection is maintained through the inclusion of the atrium garden.
Architecture The purpose-built student accommodation building successfully references its townscape context through the pairings of windows and the panel enjoys the façade detailing on the lower floors, which create a sense of depth. However, the panel emphasises that tall buildings require exceptional architecture. Further work is required to develop the materiality of the top level of the student accommodation building. Departing from brick could work well, but it currently appears alien to the rest of the building which uses a robust, layered architecture. Townscape views should be tested to find a more successful solution.	QRP support noted To address this the project team has developed the scheme so that the top level of Building A has been designed in line with the rest of the development, by reflecting the surrounding historical character and detailing in a contemporary manner. From a massing perspective, the upper floor has been set back to reduce the visual sense of height whilst reflecting a change in roof material as found along the properties on Lordship Lane. The upper floor has been treated in muted gold metal cladding further differentiating itself from the primary elevational treatment. The muted gold tones reflect the

	surrounding warm buff hues whilst also providing a commonality with the other proposed buildings and metal work across the proposal. The projecting fin elements that decorate the parapet provide texture and ornamentation as a contemporary homage to the brick detailing found at eaves and parapets across Wood Green. The Design Officer is satisfied with the project teams detailed response on the design of the top floor.
The angled western corner of the building appears very flat and wide in views looking east along Lordship Lane. The splay works well in plan to lead people off the street and into the development, but a different architectural treatment is needed to avoid this negative proportional effect in perspective.	To address this the project team has developed the scheme so that this elevation provides 5 bays with the outer bays of smaller width providing greater hierarchy, verticality and texture to the elevation.
Externally, the western corner will provide a key view of the development on arrival from Wood Green underground station. Internally, it is where students will experience the longest corridors between cores. The panel therefore recommends providing a point of relief both in the façade and in the corridors by removing a few rooms and opening up views out at this corner	QRP comment noted however the project team has confirmed that the applicant has extensive experience of the management challenges presented by dispersed amenity spaces and the associated operational issues this presents. On both chamfered corners facing Lordship Lane the bedrooms have been located to ensure natural surveillance and active frontages. Notwithstanding the management issues noted above, the project team felt that breaking the facades at these locations was considered to weaken the frontages of these key corners, which act as the gateways to Wood Green (when viewed from the east) and the urban green (when viewed from the west).
The character of Buildings C and D could be further developed to help	To address this the project team has explored the streetscape further by

activate the streetscape in this part of the site. The panel suggests Marmalade Lane in Cambridge as an example of playful ground floor frontages that achieve this.	having openings serving the habitable rooms to the homes facing onto Wellesley Road in order to activate the street. Privacy is supported by adequate defensible spaces in front of all homes which creates green edges to the street scene whilst removing the visibility of bins and unsightly storage. The architectural character of the street has been enhanced through the dynamic roof forms of the Building D houses alongside the playful pitched entrance canopy's with and arched soffit. Building C reflects the increase in scale by grouping the key ground floor entrances and first floor openings through projecting bays, creating texture and along the streetscape.

6.6.11 As set out above, 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 extent.

Assessment

Height, Bulk and Massing

6.6.12 The proposed development includes an increase in height over the two and three storey neighbours to the immediate north, east and south. To the Lordship Lane frontage, Building A is nine storeys, and includes a recessed top floor set in 1.5m from the northern and western edge and considerably more from the eastern edge and north-eastern corner.

6.6.13 The two flatted residential blocks, Building B on the south side of the urban green space, and Building C south of Building A, are 6 storeys in height, with Building B stepping down to five storeys at its western end at the corner of Wellesley Road with Redvers Road. The top floor of Building C is slightly set back and then

pitches further back and has three slightly projecting gabled bays on the Wellesley Road elevation.

6.6.14 The Council's design officer notes that the heights of Buildings B and C matches the height of the lower southern end of Omnibus Court. Although both buildings will be considerably taller in height than the three storey terraced town houses on Wellesley Road, they will represent a confident step up in height, with the street marking the boundary between the edge of the higher density town centre of Wood Green and the lower rise residential hinterland to the south and east.

6.6.15 The two remaining residential blocks, at the western end and southern side of Wellesley Road, are three storey town houses (Building D) which match the height of the existing town houses on Wellesley Road and the flats in Vincent Square to the east, whilst being a very modest single-storey increase over the two storey terrace that backs onto their southern boundary. the height The height of Building D is considered acceptable given its rear boundary line backs onto the rear garden of the two storey terraces.

6.6.16 Therefore, as the proposed building heights represent a gentle increase over the heights of existing buildings in the immediate surroundings and given that their detailed designs have been carefully considered within the local context, it is considered that the proposed development would be of a scale, bulk and massing that would not appear out of keeping with the wider urban context.

Form, Elevational Composition and Materiality

6.6.17 The architectural design of the proposed buildings are appropriate and well composed, in form, elevational composition and materiality. In form, Building A will have a civic, urban character, as a monumental, rectilinear, courtyard block of rhythmic, gridded facades expressed base, middle and top, chamfered corners, and clarity of expression of front and back. The large facetted north-western corner expresses the primacy of this corner, forming the junction of the primary street of Lordship Lane with the new north-south connecting path through the urban green space. Entrances are located and clearly indicated in the architecture on the north (commercial units) and western (student housing) facades, with pretty much the whole of the ground floor being lofty, predominantly glazed and animated shopfront design.

6.6.18 The eastern side of Building A is treated as a very subsidiary façade, with a less active base, albeit still animated with doors to some of the larger duplex student flats, and a door and generous glazing onto the back of the student communal amenity complex. This "civic" form and elevational composition is considered to relate to other recent higher density developments in the "Heartlands" area of Wood Green and to be eminently suited to future higher density developments the Council would wish to see in the centre.

6.6.19 The central courtyard of Building A forms the next-most-significant formal space of the block, with the tiered courtyard forming a wide, spacious central podium garden with a smaller ground floor atrium garden at its centre. Elevations to the podium are simple grids of windows, with the emphasis placed wholly on the landscape. Similarly, the southern side of Building A is treated as a rear, onto a utilitarian private courtyard, not expected to be seen from anywhere within the public realm. The block form, whilst a courtyard block, is inflected at its southern end, with the centre of that side of the block recessed behind a small podium, that meshes with the C-block plan form of the flatted Building C to form a private inner block podium courtyard.

6.6.20 Building C completes the urban block with Building A, and as such can be said to follow its urban form, in contrast with the other residential blocks; Building B, between the urban green space and streets to its south and west being more a free-standing object or pavilion type of block, and the terraced houses, grouped as Building D, follows the terraced houses form of much of their existing surroundings. At the same time, the three residential blocks share an architectural language of elevational composition, related more to referencing the heritage context of the neighbouring Noel Park Estate, setting up a dialogue of contrast with Building A and other buildings within the Wood Green Town Centre.

6.6.21 The proposed materials palette for Building A is brick-based with a simple palette of a main red brick for most of the elevations and a contrasting white brick used for the base and muted gold for the recessed top floor. The red brick contrasting with white features references many buildings along Lordship Lane. The proposed materials palette for Buildings B, C and D is predominantly brick, in two contrasting but complementary red colours, with a variety of different decorative treatments to support and enliven the design and modelling of the blocks referencing the houses of the neighbouring Noel Park Estate. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing.

Masterplan, street layout and Landscaping

6.6.22 The development proposal seeks to erect a large Purpose-Built Student Accommodation (PBSA) building (Building A) on effectively, the northern half of the site, with town centre employment/commercial uses on the Lordship Lane ground floor frontage. Building A will be separated from existing Omnibus House by a new triangular urban green space, that also provides a new public north-south route along the western front of Building A, where the main student's entrance is located. On the southern part of the site, Wellesley Road will be extended east, into the site, lined with new residential buildings on both sides, and connected to the north-south route through the park.

6.6.23 The Design Officer notes that the extended Wellesley Road and new north-south public path through the urban green space will extend the public street network, providing welcome new linkages and a more pedestrian friendly walking route than the northern part of Redvers Road. This would help ensure the residential part of the proposed development is well integrated into the neighbouring residential hinterland, as well as having good access to the town centre and public transport interchange. The good, well planned street links would also ensure that the new urban green space will be easily accessible to both the residential hinterland and town centre visitors, both of which, despite their many qualities, are both lacking in sufficient landscaped public space.

6.6.24 The Design Officer notes that Wellesley Road will terminate in a second small pocket landscaped space, incorporating space for vehicles to turn as well as clearly separated landscaped spaces for amenity and children's play. Although in principle a through route would be preferable, it will only have a very short dead-end, beyond the link through the urban green space to Lordship Lane, and the intensity of landscaping with which it is designed would give it the character of a court rather than a street.

6.6.25 The urban green space will benefit the scheme as it would provide breathing space and create landscaped public space for recreation, play space, significant biodiversity etc. In addition to the urban green space, the residential streets to the south of the site will also be well landscaped and designed to not just act as streets for access of both vehicles and pedestrians but also as amenity and playspace. These are carefully separated in a detailed landscape design that adds further animation of the street and increase privacy to the ground floor flats and maisonettes of Buildings B and C and the townhouses (Building D) who have short landscaped front gardens. In addition the townhouses will have private back gardens, backing onto private sides of the neighbouring housing and over the culverted Moselle, adding to amenity and connecting the intended biodiversity corridor along the culverted river, and the flatted blocks will have private communal podium gardens to their rears, providing a small breathing space and doorstep play.

6.6.26 The Design Officer notes that there is no requirement for the site to be masterplanned or to accommodate the needs of any neighbouring site, however the proposed street layout and public landscaping would provide a good integration of the development into its surroundings and would add further to the high design quality of this proposed development.

Design Summary

6.6.27 The proposed design of the development is considered to be a high quality design. The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would not appear out of keeping with the surrounding area. The overall development would have a positive visual impact on the local built environment and would bring significant improvements to the local public realm

6.7 Residential Quality/Student accommodation

General Layout – Buildings B, C and D

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

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

Indoor and outdoor space/accommodation standards – Future Occupiers of Buildings B, C and D

6.7.3 All proposed dwellings within Buildings B, C and D exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of private gardens, terraces and balconies that meets the requirements of the Mayor's Housing SPG Standard 26. All homes within Buildings B and C would have access to the communal rooftop amenity space at first floor level. The townhouses (Building D) would benefit from generous sized south and east facing gardens. Notwithstanding this, the site would be located immediately adjacent to the new urban green space. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. The apartment/maisonettes/houses within Buildings B, C and D are either dual or triple aspect. None of the balconies/private gardens would be north facing.

Accessible Housing – Future Occupiers of Buildings B, C and D

6.7.4 London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for

residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.7.5 All dwellings within Buildings B, C and D achieve compliance with Building Regulations M4 (2), and 10% of the units achieve M4(3). Building C comprises of four 2 bed 3 person homes wheelchair accessible homes and Building B comprises of five 2 bed 3 person wheelchair accessible homes.

6.7.6 The proposed building provides step free access throughout and incorporate a passenger lift suitable for a wheelchair user. Four accessible residential car parking spaces are provided on the newly extended Wellesley Road. The proposals have also identified capacity for an additional 4 residential spaces along Wellesley Road, should the demand for these arise in the future. The gradient and accessibility of the proposed public realm has been considered and complies with all relevant standards and ensures level access to each of the proposed buildings.

Child Play Space provision – Future Occupiers of Buildings B, C and D

6.7.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.

6.7.8 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires a total of 685.9 square metres of play space for <u>all</u> age groups. Of this total for under 5s there is a requirement for 27.7 sqm of play space and for 5-12 year olds, there is a requirement for 22.5 sqm of play space which equates to 50.2 sqm in total based on the latest GLA child playspace calculator.

6.7.9 The development proposes 850 sqm of communal playspace which is provided as a combination of dedicated informal play space and playable landscape located in the communal amenity space between the terrace of townhouses located in Building D, on the first floor of the private communal rooftop amenity space of Buildings B and C and within the urban green space.

6.7.10 Within the urban green space, an area of dedicated play is intertwined with incidental play elements. Educational elements, such as a biodiversity trail with routes for children through the planted areas and insect hotels complements the character of the open space. The design of the seating and planters provides opportunities of play. The residents private communal rooftop amenity space in Building B and C provides incidental play elements together with a flexible lawn area which can be used for a multitude of uses. The playspace proposed within

the urban green space and communal amenity space of Buildings B, C and D would cater for the under 5s, 5-11 year olds and older children (12-17)

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

Outlook and Privacy – Future Occupiers of Buildings B, C and D

6.7.12 The proposed development provides sufficient separation distance between each block. The separation distance between Building D and C is 16m, Building B and Building C is 13m, Building C and Building A is 20m. These distances would ensure a degree of privacy between each building. Notwithstanding this, the buildings have been carefully placed to ensure that primary aspects are directed away from one another. In the case of Building A and C, only services and ancillary spaces front onto the secured service corridor. On the upper floors there is 20m separation distance between facing openings between Buildings A and C. Mitigation measures to maintain privacy include a buffer wall to the rooftop communal amenity space at first floor level of Buildings B and C. A 1.5m high wall with hedging is located in front of the private terrace of the first-floor flats of Buildings B and C. Ground floor flats and townhouses will have their own front doors off small front gardens providing defensible space and privacy to ground floor windows.

6.7.13 Buildings B, C and D incorporates windows, balconies and access decks with an outlook onto the private gardens, rooftop communal amenity space at first floor level, residential public realm and urban green space whilst also allowing passive surveillance and animation to the playspace.

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

Daylight/sunlight/overshadowing – Future Occupiers of Buildings B, C and D

6.7.15 The applicants has provided a Daylight and Sunlight Report broadly in accordance with council policy 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".

6.7.16 The assessment for daylight concludes that 54% of the habitable rooms (60% of living rooms) in the flats of Buildings B and C meet the BRE Guide standard for their room type (200lux for living-dining-kitchens, 150lux for living rooms, 100lux for bedrooms), whilst a further 11 living-dining-kitchens would meet the standard for living rooms. Many of the rooms that do not meet the standard have balconies or access decks above their windows, which reduce daylight but provide access and dual aspect with cross ventilation, or, more advantageously to residents,

private outdoor amenity space. These can be considered reasonably good results given the urban setting. For sunlight, 61 of 70 relevant rooms (87%) achieve the recommended levels, which is very good. The townhouses in Building D achieve excellent results for both day and sunlight, 80% getting sufficient daylight (the majority that do not being kitchens), and all relevant rooms receiving enough sunlight.

6.7.17 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines – which recommend that at least half of a space should receive at least two hours of sunlight on 21 March (Spring Equinox), or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

6.7.18 The assessment shows that the external amenity space of Buildings B will receive a fair amount of sunlight throughout the year. The rooftop amenity space of Building C however would not receive sufficient sunlight, whilst there will be shade during the summer months, there are good proportions of areas that will benefit from at least 3 hours of sunlight. Given the urban character of the location, this is considered acceptable. Notwithstanding this, the future occupants of the student housing will also have the benefit to access the urban green space.

6.7.19 The assessment also concludes that the fully publicly accessible urban green space and the amenity spaces within and off the residential street (extending Wellesley Road) between Buildings C and D would all receive plentiful sunlight.

Student Accommodation Quality (Building A)

6.7.20 As noted in Part D (c) of Policy DM 15 of the DM DPD requires the accommodation to be of a high-quality design including consideration for unit size, daylight & sunlight, and provision made for students with disabilities. London Plan Policy H15 part 5 also sets out that PBSA accommodation must provide adequate functional living space and layout.

6.7.21 The plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions. Cluster bedrooms which are split into two categories with ensuite bedrooms and social studios are all a minimum of 12.8sqm and 16 sqm. The studio beds are a minimum of 16sqm, the one bed studio beds are all a minimum of 22sqm, the duplex studios are all a minimum of 28sqm and the accessible studios are all a minimum of 25sqm.

6.7.22 The assessment under section 6.2.78-6.2.83 identified that the proposed accommodation would provide adequate functional living space and layout as it

would include two generous external communal courtyards at ground floor level and a roof garden at 1st floor level. Generous internal shared amenity space would be provided at ground floor level which could provide a 24 hour reception, private and social study space, on-site library, state of the art gym, lounge and games area, communal dining area, social laundry with interactive games, private dining room and a recording and podcast studio.

6.7.23 Every unit would have an ensuite with social studio rooms having kitchenettes, 1 bed studios will have dedicated living space and cooking facilities. The accessible studios will have larger bathrooms and cooling facilities and the duplex studios will have ground floor living and cooking spaces with the bedroom and workspace at mezzanine level. Shared living kitchen dining areas (LKDs) would be provided for each cluster of bedrooms. A cluster would contain a maximum of 6 bedrooms with the associated Social Studio living/kitchen and a maximum of 8 bedrooms with the associated Ensuite living/kitchen sized, proportionately, so that sufficient kitchen space is provided for all rooms of accommodation. Overall, the quality of private and communal accommodation is high for student housing.

.

Accessible Accommodation – Future Occupiers of Building A

6.7.24 The London Plan does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, DPD policy DM15 requires provision to be made for units that meet the needs of students with disabilities.

6.7.25 A Practice Note on Wheelchair Accessible and Adaptable Student Accommodation was issued by the GLA in November 2022. The note indicates that the Building Regulations make clear that student accommodation is to be treated as hotel/motel accommodation.

6.7.26 As such, for the purposes of ensuring provision of accessible student accommodation, in addition to London Plan policy D5, the relevant part of Policy E10 Part H also applies to development proposals for new non-self- contained student accommodation. The relevant part of E10 Part H states that development proposals for serviced accommodation should provide either:

1. 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or

2. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice’

6.7.27 The proposed accessible bedrooms are accommodated within the studio bedroom provision. The scheme initially proposes 5% wheelchair accessible bedrooms. Whilst this does not provide 10% wheelchair accessible bedrooms in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice, the applicant has confirmed that they have the ability to adapt a further 5% of bedrooms, should the demand arise, this will be secured through S106 legal agreement. Building A also provides step free access throughout and incorporates a passenger lift suitable for a wheelchair user. The gradient and accessibility of the proposed public realm has been considered and complies with all relevant standards and ensures level access to the proposed building.

Unit Aspect, outlook, and privacy – Future Occupiers of Building A

6.7.28 Almost all units are inevitably single aspect, except for some corner units to the north and south of Building A. As the layout is currently configured around the central courtyard the units to the north facing onto the street will therefore be single aspect and north facing. The large 1 bed studio apartment rooms wrap around the corners of Building A to the north and the 1 bed studio apartments to the south are dual aspect. The rooms configured around the external amenity space will have an outlook onto this amenity space at ground and first floor level. The rooms at first floor level facing onto this space will be screened with a high hedge and wall to mitigate overlooking into these rooms for the courtyard space.

6.7.29 Overall, the quality of private and communal accommodation is high for student housing.

Daylight/sunlight/overshadowing – Future Occupiers of Building A

6.7.30 Internal daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the purpose-built student housing (Building A). The methodologies set out in the BRE guidance for 'Median Daylight Illuminance' (or 'MDI') was used to assess the daylight and the methodologies set out in the BRE guidance for solar exposure was used to assess sunlight.

6.7.31 The nature of student accommodation requires some departure from the amenity standards that apply to normal residential accommodation, because PBSA would typically be occupied for less than a year, its population would change from year to year, and the main function of the rooms is for sleeping, with much of the students' daytime activities taking place elsewhere (either within other parts of the building or at the institution they attend.

6.7.32 The assessment finds that a reasonable amount of the student housing can achieve good levels of daylight and sunlight to most floors, but that it will be more difficult to achieve in many of the lower floors. In terms of daylight 62% of the 658

rooms across the student accommodation achieves the recommended levels of Median Daylight Illuminance (MDI). This figure considers 200 lux for Living/Kitchen/Dining rooms and kitchens and 150 lux for living rooms and studios. A further 87 rooms meet the standard for bedrooms (100lux), which in the past has been the standard accepted for all student housing, given the availability of other, well-lit communal amenity rooms and spaces, meaning 75% meet that standard. In terms of sunlight 51% would receive the BRE recommended sunlight (1.5 hours at the spring or autumn equinox). The majority of the rooms not meeting the daylight and/or sunlight targets are located in the inner elevations of the courtyard, where window sizes are maximised, and this can be considered a reasonable level of daylight and sunlight to the student housing.

6.7.33 A Sun Hours on Ground (SHOG) assessment of the rooftop communal amenity space and ground floor atrium garden have been carried out. The assessments show that both amenity spaces would not receive sufficient sunlight whilst there will be shade during the summer months, there are good proportions of the areas that will benefit from at least 3 hours of sunlight. Given the urban character of the location, this is considered acceptable. Notwithstanding this, the future occupants of the student housing will also have the option to access the urban green space

Other Amenity Considerations – Future Occupiers of Buildings A, B, C and D

6.7.34 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13 of the report).

6.7.35 . The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that mechanical ventilation be installed for these blocks, so that windows can be kept closed.

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

6.7.37 The PBSA bins stores are located in Building A with servicing and refuse collections from the west of the building, with bins taken out via the servicing corridor to the collection point. The refuse store within the flexible town centre space to the front of Building A will be stored within the tenants own demise with collection of waste undertaken via Lordship Lane or through the access route. In terms of Buildings B and C, each residential core and entrance is closely located to a independent refuse store to minimise the travel distance between the home

and store. Each town house within Building D will have space within their front gardens to allow for a waste and recycling bin. Residents will bring their bins out on collection day in similar fashion to the existing homes on Wellesley Road. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential component. The Waste Management Officer notes that that waste from Building A will be provided by a private contractor.

Security

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

6.7.39 It is proposed that the new open space will be publicly accessible throughout the day and evening. The applicant has confirmed that the layout of the proposed development ensures that as much as possible, active ground floor uses including commercial and residential frontages address the open space and provide passive surveillance throughout all hours. The urban green space has been designed to create spaces that are well lit, according to their ambiance, together with creating natural surveillance with sensitively designed layouts and furniture to allow clear sight lines. The planting has been designed to mitigate any hidden spots and the trees are to have clear steams to allow for sight lines. CCTV camera will be strategically placed to ensure adequate coverage as a deterrent to any anti-social behaviour.

6.7.40 The main entrance to the PBSA building (Building A) is located directly opposite the urban green space, to ensure a high volume of pedestrian and cycle activity. The PBSA building will feature 24-hour management team which includes security staff which can act as a deterrent to any anti-social behaviour within the urban green space. All entrances to the building will have a secure access point and will also be covered by CCTV. Further security is provided by way of strategically placed CCTV cameras that enable the management and security team to monitor the building and entrance areas remotely via CCTV imaging to deter crime.

6.7.41 Communal access to Buildings B and C is via dedicated communal entrances leading into a secure lobby. These spaces will be secured with access only provided to the resident of each respective core. Visitor access will be managed through a video call system. The town houses of Building D are accessed via secure private front doors facing the public realm. Fence and gate access is proposed within the development with fob controlled access gates to provide security.

6.7.42 The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of and compliance with the principles and practices of the Secured by

Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.8 Impact on Neighbouring Amenity

6.8.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

6.8.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and sunlight Impact

6.8.3 The applicant has submitted a Daylight and Sunlight Report to assess the effect of the proposals on relevant neighbouring buildings, prepared broadly in accordance with council policy 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".

6.8.4 The assessment on neighbours finds a range of effects, with most existing residential neighbours not being adversely affected or only to a minor degree, but some close neighbours being significantly affected. Daylight is assessed for 595 windows serving 310 rooms in 49 surrounding residential properties, a good and comprehensive range of potentially affected neighbouring dwellings.

6.8.5 The most affected are the ground floor windows of 692 – 702 Lordship Lane (opposite the site), the ground and some 1st floor windows of 3-13 Wellesley Road (at the read of the site), all the west facing windows of 17 – 22 Vincent Square (to the east of the site) and several windows on the east side of Omnibus House. These all directly face and are in close proximity to this proposed development, and would see VSC reduced down to, but never below 5-15%. Nevertheless, many of these windows would receive higher than 5-15% VSC, in other words, many of these windows would, whilst seeing the daylight they receive reduced below the BRE Guide recommended levels, they would still be at or above the mid-teens VSC levels considered by government and the GL acceptable in an

urban location., and many, including all those on Lordship Lane, Wellesley Road and in Vincent Square are onto rooms in dual aspect dwellings whose other aspect will be unaffected by the proposed development.

6.8.6 It is important to note that, at present, most of the neighbours benefit from the site being unusually under developed, with the low rise Mecca Bingo building and extensive surface car parking, whilst the proposed development will present a much more attractive outlook to them, especially to the flats in Omnibus House, that will look onto the new pocket park. A level of impact is to be expected to optimise the site and deliver the aspiration of the site allocation. Other neighbouring houses and flats, including those on Moselle Avenue backing onto the site, those on Redvers Road facing the site and the majority of the flats in Vincent Square, will retain good levels of daylight.

6.8.7 In contrast to the mixed results on daylight to neighbours, the proposals are found to have virtually no detrimental effect on sunlight to relevant habitable rooms in neighbouring existing development, in accordance with the BRE Guide. Many existing neighbours are south of the development, and therefore unaffected, or like the houses on the north side of Lordship Lane have bay windows which give them angled views retaining the sun. Some windows defined as relevant in the BRE Guide, in Omnibus House and Vincent Square, would receive a noticeable detrimental loss of sunlight, but these are all within recessed balconies and are in rooms well sun lit by other windows.

6.8.8 The proposals would also not have a detrimental effect on any neighbouring existing amenity spaces. The central square in the Vincent Square estate and the podium garden in Omnibus House would only lose a very small amount of sunlight, whilst the rooftop terrace to Omnibus House and the communal garden behind the Wellesley Road houses would see no loss of sunlight.

6.8.9 Overall, although there would be some significant losses of daylight to some windows in some neighbouring existing dwellings, there are mitigating factors in the affected dwellings either having dual aspect with other unaffected rooms, or a much improved outlook, as well as retaining good access to sunlight in both rooms and outdoor spaces. This is notwithstanding the strong argument that the site is currently significantly under-developed for a highly urban site in a metropolitan centre planned for significant growth and greater density and that any development which fulfils the site allocation will have a degree of impact on neighbour properties.

Privacy/Overlooking and outlook

6.8.10 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues to nearby neighbouring properties. Currently there are some existing trees along the boundary shared with Omnibus House, the

proposed development will include new tree planting in addition to the existing trees to create a densely landscaped corridor that will provide screening and further mitigate the impact on neighbours. The new urban green space will also include trees, to provide screening. The proposed buildings have been carefully positioned and designed to avoid adversely affecting neighbouring amenity in these respects. Primary windows and balcony's are carefully positioned to avoid direct overlooking of neighbouring properties. Where smaller distances of the proposed buildings to neighbouring residential properties large openings and balconies are orientated away from surrounding neighbouring windows and private outdoor amenity. The townhouses of Building D are separated from the existing residential properties to the south by 13 and 14 metres, in addition to this, the upper floors of Building D are stepped back to increase the distance between the two buildings. The scale and positioning of the townhouses of Building D have also been carefully considered to mitigate potential overlooking/loss of privacy.



Fig 3: proposed building footprints in relation to neighbouring properties

6.8.11 With regards to the properties immediately opposite Building B to the south on Wellesley Road, the closest separation distance of 17m would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows opposite Building A to the north on Lordship Lane would have a separation distance of 22m and again there is less expectation of privacy to street facing windows. The western façade of Building A would have a separation distance of 9-16 metres from the purpose built residential blocks of the Vincent Square Estate, whilst there are minor potential concerns of privacy or overlooking of the proposed development to the existing neighbours directly facing this

facade mutual overlooking between windows between the windows of the proposed development the is reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.

6.8.12 Most private amenity spaces for the proposed development face towards the urban green space park, roof top amenity space or the development's internal pathways and streets.

6.8.13 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the existing neighbouring development, the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents

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

Other Amenity Considerations

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

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

6.8.17 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.

6.8.18 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.

6.8.19 The current urbanised nature of the surroundings would mean that the proposed scheme, subject to using planning conditions to limit hours of use of any café/food hall in the proposed commercial units and to control noise from the communal roof top amenity area of the proposed buildings and the mechanical plant, should not cause undue disturbance to neighbouring residents. A condition will be imposed ensuring a noise management strategy is provided.

6.8.20 Therefore, it is considered that the proposal would not have a material adverse impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

Amenity Impacts – Summary

6.8.21 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.9 Parking and Highways

6.9.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

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

6.9.3 The development proposal is bounded by Lordship Lane and Wellesley Road which are both adopted highways. The site has a PTAL value of 6a, which is considered 'excellent' access to public transport services when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by public transport. The development is located near to Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is only around a 3-minute walk from the site. Furthermore, Alexandra Palace Rail Station is only a 15-minute walk, 6-minute bike ride and a 10-minute bus ride. The site is located within both the Wood Green Inner and Outer CPZs with parking restrictions Monday to Sunday 08:00 – 22:00 and Monday to Saturday 08:00 – 18:30.

6.9.4 The Transport officer has been consulted and notes that in terms of trip generation, the development proposal will change the nature of the trips generated by mode share, and the distribution of the trips over the day, with more trips generated by the development in the network peak operational hours. There will be a reduction in the numbers of car driver trips generated by the development

and an increase in the number of trips by more sustainable modes of transport, given the location of the site and the access to the larger transport network in Wood Green and Alexandra Palace, Officers have considered that the development proposal will not significantly impact on the bus, rail and underground network.

Access

6.9.5 In terms of access arrangements, the applicant will need to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists as their numbers will significantly increase with the creation of this development. This can be secured by legal agreement.

Parking

6.9.6 The Transport officer notes that the proposal would be a car free development with the residents and students not being able to attain a parking permit, therefore there would be no need to increase on-street parking bays as no new demand will be generated from the development. This is further supported by the local inner CPZ, which restricts parking to permit holders for 7 days of the week and for the majority of the day. The proposals provide 8 residential blue badge car parking spaces, 1 student blue badge car parking spaces and 1 commercial disabled parking space. The proposals have also identified capacity for an additional 4 residential spaces along Wellesley Road, should the demand for these arise in the future. The applicant will need to enter into the appropriate Highways Act Agreement that would include highways work being required to be carried out to allow for this to be affective including the widening of Wellesley Road via a dedication of land from the applicant's site. The changes to the highway's layout would also include the provision of a new footway with a width of 1.5m, this will be sufficient to allow for two-way movement of pedestrians.

Car Free

6.9.7 A 'car-free' development is proposed and permits would not be allocated to the new properties and student accommodation for on-street parking. Due to the site's public transport accessibility level (PTAL) (6a - 'excellent' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Future parking demands

6.9.8 To mitigate against any potential displacement in parking demand resulting from both the residential and student components of the development there is the requirement of feasibility, design and consultation of traffic management

measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ. To further mitigate any potential parking impacts, a car club facility is required for the development. This can be secured by legal agreement.

Electric Vehicle Charging

6.9.9 The Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise the support of electric vehicle travel to/from site in the future. This can be secured by the imposition of a condition on any grant of planning permission.

Cycle Parking

6.9.10 In terms of the residential component of the proposal, 158 long stay spaces are proposed and for the student component 466 long stay spaces are proposed. There is no cycle parking provision proposed for the commercial units. The proposal includes 28 short stay parking spaces. However, this will need to be increased by a further 31 spaces to be in accordance with the London Plan for all Use Classes. This can be secured by the imposition of a condition on any grant of planning permission.

6.9.11 Long stay cycle parking spaces are located within an internal cycle store within Buildings A, B and C. The stores will utilise two-tier racks for bikes to be parked on. These locations can be accessed internally and externally of the buildings. With regards to short-stay cycle parking they will be positioned across 5 locations, with four being adjacent to the main access/service road for the development and near to the residential entrance of Building D. There is provision for long stay cycle parking spaces in the front gardens of the townhouses of Building D,. The details of cycle parking in line with the London Plan and the London Cycle Design Standards (LCDS) can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.9.12 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.

6.9.13 As such, the cycle parking is acceptable subject to the relevant condition/legal agreement being imposed in respect of proposed cycle parking arrangements

Highways works.

6.9.14 The Transport officer notes that the development does include a proposal to make several changes to Wellesley Road, this includes modifying and adding a new vehicle access, widening of the footway by 1.5m onto their site on the North-West of the road to facilitate the introduction of 4 new on-street disabled parking bays.

The development proposal will also require reconstruction of the access onto Lordship Lane and reconstruction of the footways fronting the site post construction of the development. The applicant will need to enter into the appropriate Highways Act Agreement for further detailed design and approval. This can be secured by legal agreement.

Service and Delivery

6.9.15 The Transport officer notes that service and emergency vehicles will enter the site from Lordship Lane and onto Wellesley Road via a one-way system. It is proposed that the commercial unit will have deliveries made to it on-street on Lordship Lane. It is envisaged that an 18 metre long loading bay would be provided opposite to the student accommodation building (A) on the private road and its main purpose is to meet the delivery requirements of the student accommodation.

6.9.16 Any future document will need to demonstrate how the deliveries can be made to residents without impacting on the site's overall vehicle movement. The Transport Officer notes that details on student drop-off/pick-up strategy for the beginning/end of the academic year has been provided. This would take place over 6 weekends with 15-minute time slots being allocated to each person, which could be booked any time of the day. There is reference to signage being placed near to the entrance to the site. However, if they are to be placed onto the adopted highway then it would require the Council's Highway Authority prior permission or the necessary license. The Waste Management team have confirmed that the proposed refuse and recycling arrangement is satisfactory as set out in the previous section of the report. A Delivery and Servicing Plan is required which includes details of service trips to the site. This can be secured by the imposition of a condition on any grant of planning permission.

Travel Plan

6.9.17 A draft Travel Plan which covers all three uses of the development has been submitted and reviewed by the Council's Transportation Team. The applicant will need to enter into a legal agreement to monitor the development proposal. This can be secured by a S106 agreement.

Construction Logistics and Management

6.9.18 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished Construction Logistics Plan. The applicant will also need to liaise with Transport for London's borough Service Delivery Manager for buses, as to prevent construction affecting local bus movement from bus stands on Buller Road and Redvers Road. However, it is

appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by a legal agreement.

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

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

6.10 Sustainability, Energy and Climate Change

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

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

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

6.10.4 The development guidelines within Site Allocation SA9 ‘Mecca Bingo’ states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council’s latest decentralised energy masterplan regarding how to connect to the DEN, and the site’s potential role in delivering a network within the local area.

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

Carbon Reduction

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN)

infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs

6.10.7 The development achieves a site-wide reduction of 58% carbon dioxide emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, communal ASHPs on each block and a future connection for each block to the DEN and 2 to some blocks. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy, details relating to the future connection to the DEN and overheating strategies which can be dealt with via condition.

6.10.8 The overall predicted reduction in CO_2 emissions for the development shows an improvement of approximately 58% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 90.1 tonnes of CO_2 from a baseline of 156.2 tCO_2/year.

6.10.9 The applicant has proposed a saving of 21.1 tCO_2 in carbon emissions (13%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 10% and 15% reduction for residential and non-residential development respectively set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.

6.10.10 In terms of the installation of various renewable technologies, the report concludes that communal air source heat pumps (ASHPs) on each block and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 69.5 tCO_2 (45%) reduction of emissions are proposed under Be Green measures.

6.10.11 The development is expected to explore options to connect to the Council's district energy network, which will provide heating and hot water to the proposed dwellings. If the development cannot connect to the energy network it will instead be heated through the provision of air source heat pumps. The Carbon Officer notes that while it is recognised that an air source heat pumps fall-back should be maintained to manage the risk that the DEN does not happen, the arrangements for heat supply to the site should back-end the installation of the site's ASHPs (gas boilers or similar plant would be acceptable in the interim) to maximise the window for the DEN to come forward / opportunity for the ASHPs to be omitted.

6.10.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset

contribution (£188,385 (indicative) inclusive of 10% monitoring fee) will be subject to the detailed design stage. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built. This figure of would be secured by legal agreement.

Whole Life Carbon and Circular Economy

6.10.14 Policy SI2 of the London Plan requires development proposals referrable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.

6.10.15 SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste.

6.10.16 Opportunities to reduce carbon are proposed to be explored with an optimisation study which aims to minimise the use of materials where possible, with benefits for both costs and emissions.

6.10.17 The GLA requested further actions to be taken on whole-life carbon, which is strongly supported by LBH Carbon Management

6.10.18The applicant has submitted an Circular Economy Statement. The key commitments proposed include:

- The use of materials that have high durability for longevity
- Designing for flexibility and adaptability
- Diversion of demolition and construction waste form landfill by converting elements and materials for alternative use
- Minimise operational waste and provide adequate space for recycling

6.10.19 The report sets out the Key Commitments (Table 8.1), Bill of materials (Table 9.1) and Recycling and waste reporting form (Table 10.1). The end-of-life strategy will include:

- Steel recycling
- Concrete crushes to aggregate (sub-base layers)
- Plastic based material incineration
- Cement/mortar used in backfill
- Brick/stone crushed to aggregate (sub-base layers)
- Gypsum recycling

6.10.20 The GLA requested further actions to be taken on Circular Economy, which is strongly supported by LBH Carbon Management.

6.10.21 The Council's Carbon Officer and the GLA is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Overheating

6.10.22 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files. The report has modelled the following using London Weather Centre files:

6.10.23 The cooling hierarchy which includes lower g-value, Air permeability for residential, Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane, Manually operated ventilator for passive ventilation (90 degrees), MVHR with summer bypass and mechanical cooling for Lordship Lane rooms and Heat losses from pipework in corridors as mitigation measures consecutively.

6.10.24 The report which has been updated has modelled;

1. Building A: All rooms on floor 6 and floor 8.
2. Building B & C: All rooms on top storey.
3. Building D: Two representative units.
4. Student bedrooms and communal areas under the London Weather Centre files.

6.10.25 All bedrooms, studios, living rooms and kitchens within the buildings pass the overheating requirements for 2020s DSY1, however the commercial unit and PBSA amenity spaces fail the TM52 assessment and therefore comfort cooling is proposed to these spaces.

6.10.26 The units on the Lordship Lane façade will need to be modelled with both openable windows and closed windows, to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the location. Further specification details of the proposed MEV and the louvres will need to be provided. External solar shading devices are proposed in the retrofitting plan, while the measures are in top priority in the London Plans Cooling Hierarchy. It is recommended to incorporate these into the current overheating strategy. The shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed will need to be provided. The modelling results need to exclude comfort cooling, before including this so that the results can be shown based on passive measures first. This development will need to have a heatwave plan / building user guide to mitigate overheating risk for occupants however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Summary

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

6.11 Urban Greening, Trees and Ecology

Urban Greening Factor

6.11.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.11.2 The proposed scheme includes, trees, hedges, amenity grassland, permeable paving flower rich perennial planting, rain gardens and mixture of wildflower, extensive green roofs, semi-natural vegetation and groundcover planting.

6.11.3 The scheme would have an Urban Greening Factor of 0.37 which falls short of the required 0.4 score. The GLA comments note that the applicant must consider further opportunities to provide additional greening within the proposals and demonstrate that the greening opportunities have been maximised. The details of additional greening can be secured by the imposition of a condition to meet the required score.

Trees

6.11.4 The NPPF (Para. 136) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.11.5 Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

6.11.6 A total of 15 trees will be retained onsite. The proposal involves the removal of 24 individual trees. Of these 24 trees, there are 7 category B trees for removal, 10 category C trees for removal and 7 category U trees for removal. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. The rest are category C trees of low quality or U category which are in poor

condition. Sixty new trees will be planted in addition to the retained trees. The applicants Landscape design and Access Statement includes details of the species of the trees proposed that will be planting at ground level and within the communal amenity space of the buildings at first floor level. Therefore, there will be a net increase of 36 trees on site.

6.11.7 The Council's Tree Officer has been consulted on the proposal and does not raise any objections subject to adherence with the Arboricultural Impact Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees and proposed species. An aftercare programme to be planted to establishing independence of the trees and planting will need to be submitted. Details of the aftercare programme can be secured by the imposition of a condition.

Ecology

6.11.8 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain

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

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

6.11.11 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.

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

6.11.13 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.08 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof and landscaping which results in a 775.26% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required.

6.12 Flood Risk and Drainage

6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located in close proximity to a main river, Moselle Brook and

falls within Flood Zone 1, which has the lowest risk of flooding from tidal and fluvial sources. The sites boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface.

6.12.2 The applicant has submitted a Flood Risk Assessment and Culvert Maintenance Method Statement. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage have been addressed adequately. Furthermore, the Environment Agency is satisfied that the applicant has assessed and covered all grounds for proximity to a main river such as surveying the culvert, assessing its condition and provision for a 3m easement as well as providing drawings of piling in relation to the culvert.

6.12.3 Thames Water raises no objection with regards to foul water sewerage network, surface water network. Thames Water recommends imposing a condition regarding piling and off-site water infrastructure and an informative regarding groundwater discharge and underground water assets. Thames Water would also recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

6.13 Air Quality and Land Contamination

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for the proposed end-use without the implementation of protective mitigation techniques to protect future amenity and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. The proposed development is anticipated to result in a net decrease in traffic on the local road network. The development is not anticipated to result in any additional traffic other than from disability vehicles or introduce any onsite combustion, as such transport and building emissions are considered to be below the development specific benchmarks. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral given the lack of development generated emissions. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.13.3 Concerns have been raised about construction works however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

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

6.13.5 The Outline Demolition and Construction method Statement states that Asbestos is not expected to be present however this will be resolved by undertaking surveys prior to the works. A desktop study of previous uses of the space will be carried out. A detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use is secured by condition, the Council's Pollution Officer raises no objections.

6.14 Fire Safety

6.14.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.

6.14.2 In line with London Plan Policy D12 and Planning Gateway One, a Fire Statement has been submitted in support of this application. The height of the buildings, measured from the ground level to the upper-most floor level, is: 27.4m for Building A; 16.9m for Buildings B and C; and 6.1m for Building D. Building A will include a total of 10 storeys: ground floor plus 9 storeys, including a mezzanine between ground and first floor. Building B and C will contain a total of 6 storeys: ground floor plus 5 storeys. For Building D are proposed a total number of 3 storeys, ground plus 2 storeys.

6.14.3 Building A will be served by two firefighting shafts (on all storeys building) and an escape stair (ground to level 7). The mezzanine is provided with a single open staircase that is accessed from the common amenity space on ground floor. Firefighting stair 01 and escape stair 03 also serve the mezzanine level. Building B will be served by an evacuation stair with a dry riser, and an evacuation lift. Building C will be served by two evacuation stairs with a dry riser, and an evacuation lift for each core.

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

6.14.5 The Health and Safety Executive (HSE) has reviewed the scheme and they are satisfied with the fire safety design, to the extent that it affects land use planning.

6.15 Social and Community Infrastructure

6.15.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.

6.15.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

6.15.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make the development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth.

6.15.4 DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

6.15.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2022) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

6.15.9 Using the NHS London Healthy Urban Development Unit (HUDU) Planning Contributions Model, contribution of £472,565 to be paid on commencement and indexed linked to building costs has been requested.

6.5.10 Consistent with the position other applications the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations and the Haringey CIL charge is £6,033,190.66 which a proportion of could be directed towards health and wellbeing facilities, amongst others, in line with the Council's infrastructure needs

6.16 Equalities

6.16.1 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.

6.16.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Wood Green area including accessible homes affordable housing in the form of 52 social rent and 26 intermediate tenure and 636 student bedspaces which include 54 affordable student beds (35% affordable provision by habitable across the student accommodation and residential accommodation). The Equalities Impact Assessment (EqIA) notes that activities such as bingo halls are popular with older people and the number of bingo venues has been declining. The assessment states that the provision of multiple communal spaces including the public open space, community café and food hall will give opportunities for people to come together from a variety of backgrounds, decreasing the risk of social isolation and encouraging intergenerational mixing. The affordable catering offer will support this. For people using the bingo hall, the communal areas will have new activities and it is recommended their needs are included in this programme. Overall the proposal would have a neutral impact on older people and the affordable housing, accessible homes and new accessible public space will have some positive equalities impacts.

6.16.3 An employment skills and training plan, which is recommended to be secured by a S106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that experience difficulties in accessing employment.

6.16.4 The proposed scheme would add to the stock of wheelchair accessible student and residential accommodation in the locality and planning conditions would help ensure that inclusive design principles are followed in the proposed layout and landscaping, in accordance with London Plan and local planning policy requirements.

6.16 Conclusion

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context would fulfil and meet the requirements of Site Allocation SA9 'Mecca Bingo'

- The development would provide 796sqm of quality flexible commercial town centre floorspace that would potentially generate 17 jobs for the workspace and 34 jobs for the café/food hall
- The development would provide a total of conventional 78 residential dwellings, contributing towards much needed housing stock in the borough including a high proportion of family homes .
- The development would provide 100% of the residential component delivered as affordable housing in the form of 52 flats/houses for social rent and 26 flats for intermediate tenure
- The development would provide 35% affordable provision by habitable room across the student accommodation and residential accommodation, with a tenure split of 70% social rent and 30% intermediate rent.
- The scheme would deliver 636 well designed student bedspaces, of which 54 would be affordable student accommodation which equates to 332 conventional homes on the basis of the 2.5:1 ratio in the London Plan
- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats/houses have private external amenity space
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements including a new urban green space
- The proposed development will lead to a very low, less than substantial harm to the significance of the immediate surroundings of the conservation area and its assets that is outweighed by the several significant public benefits of the development.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location, the site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £1,644,151.16 (23735.4 sqm x £69.27) and the Haringey CIL charge will be £6,033,190.66 (22,936.4sqm x £263.04). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and

subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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