

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2021/3522

Ward: Muswell Hill

Address: Ramsey Court, Park Road N8 8JU

Proposal: Demolition of garages and removal of parking area and erection of 3no. x 2-storey houses fronting Barrington Road with front and rear gardens and associated cycle and refuse/recycling storage. Erection of 6 apartments in a 3-storey building fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage. Landscaping improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents. 2no. on-street wheelchair parking spaces and new street trees along Park Road.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Conor Guilfoyle

- 1.1 The application has been referred to the Planning Sub-Committee for decision as it relates to Council owned land and a Council led development and has attracted significant public interest.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The scheme delivers 9 residential units of an acceptable mix in a sustainable and accessible location. 7 units comprising all of Block A and part of Block B would be for social rent. 2 of the Block B houses would be for market sale.
2. The proposal follows the 'design-led' approach of planning policy which recognises the important role and contribution that small sites such as this can play towards meeting an identified need for additional housing in the borough. The number and make-up of these units capitalise on the opportunities and location of the site to bring forward and deliver 9 much needed homes, 7 of which would be affordable. In land-use terms, the proposal is strongly supported in principle.
3. The loss of open space given its function and character, is not significant, and outweighed by the provision of affordable housing.

4. The development would be of a high-quality design which responds appropriately to the local context.
5. Block A would have a strong identity and presence on Park Road, sitting with the prevailing range of two to four storeys and architectural form of the street. While contemporary in design, its window proportions and brick materials would harmonise with its context. Likewise, Block B features houses of appropriate scale, form, and material finish which relate to the red brick terraced housing around them.
6. The proposal includes a comprehensive hard and soft landscaping scheme. Replacement planting of 20 trees (5 on Park Road, 15 in communal gardens) would mitigate the loss of 9 existing moderate-to-low quality trees with a greater number of trees as well as more plant diversity and other biodiversity improvements.
7. The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All units would have external amenity space.
8. The layout and orientation of the buildings and separation distances to neighbouring properties are acceptable to protect the amenities of neighbouring occupiers.
9. The amount of traffic generated would not have a material effect on highway safety or on parking conditions.
10. The scheme would be 'net zero' in terms of carbon emissions and would be highly sustainable in terms of the building design, and energy efficiency measures.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions (the full text of recommended conditions is contained in Appendix 1 of this report)

1. Development begun no later than three years from date of decision
2. In accordance with approved plans
3. Materials submitted for approval
4. Details of hard and soft landscaping
5. SuDS Maintenance and Management
6. Energy Strategy
7. Overheating measures
8. Living roofs
9. Land contamination
10. Unexpected contamination
11. Non-Road Mobile Machinery
12. Demolition/Construction Environmental Management Plans
13. Construction and Energy Plant
14. Noise limits from plant
15. Cycle Parking
16. Construction Management Plan
17. Roof restrictions as balconies
18. Central Satellite dish
19. Satellite dish restriction
20. Highway works
21. Part M4(2)
22. Part M4(3)
23. Permitted development restrictions

Informatives

1. Co-operation
2. CIL liable
3. Hours of construction
4. Party Wall Act
5. Street Numbering
6. Fire safety and sprinklers
7. Surface water drainage
8. Thames Water
9. Asbestos
10. Secured by Design advice

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3 PROPOSED DEVELOPMENT AND LOCATION DETAILS



Figure 1: Site Location



Figure 2a: Existing aerial view of site



Figure 2b: Existing view of Ramsey Court SE and grounds from Park Road



Figure 2c: Existing view of substation and rear garages fronting Barrington Road

Proposed development

- 3.1 This is an application for the erection of 9 new residential dwellings within two parts of the site known as Ramsey Court, with various other works and improvements to the site. In more detail the development includes the following:

Barrington Road

- Demolition of the garages fronting Barrington Road;
- Removal of the parking area;
- Erection of 3no. x 2-storey houses fronting Barrington Road, with front and rear gardens, and associated cycle and refuse/recycling storage;

Park Road

- Erection of a 3-storey building fronting Park Road containing 6 flats with associated external amenity space;
- Associated cycle and refuse/recycling storage;

Other associated works

- Landscape improvements around Ramsey Court including new communal garden, planting, trees and boundary hedging, and provision of new refuse/recycling store and cycle storage facilities for existing residents;
- Creation of 2 x on-street wheelchair parking spaces, associated highway works, and planting of new street trees along Park Road.

Site and Surroundings

- 3.2 The application site relates to the grounds of an existing Council housing block, known as Ramsey Court, fronting Park Road with the back of the building facing Barrington Road. Ramsey Court is an attractive linear four storey building well set back from Park Road that replaced terraced housing which once stood on the site, both facing Park Road and Barrington Road, but which were war-damaged and subsequently cleared.
- 3.3 The block sits within large and well landscaped grounds which includes many mature trees. The landscaped grounds extend around both sides of the building, with a large area of open space to the south-eastern side of the site, comprising of open lawn interspersed with trees. This part of the site adjoins No 186 Park Road to the south-east, an end of terrace property with large rear extensions.
- 3.4 Barrington Road wraps around the rear of the site to the north and north-east. On the other side of Barrington Road facing the site are terraced houses. The rear side contains a row of single storey garages, an electricity substation and service road. The rear gardens of terrace houses fronting Harefield Road, bound the application site to the east/north-east.

- 3.5 The surrounding area is mixed in character both in terms of architectural styles, building forms and appearances. However, a regular use of similar toned brick and the prevalence of two to three storey buildings provides a coherence to its character and appearance. The site is not located within a conservation area. A Grade II listed war memorial chapel located at the site of the former Hornsey Central Hospital, is located on the other side of Park Road.
- 3.6 The site is not subject to any significant planning designations, including the green space on the site. The trees on-site or along Park Road to the front are not subject to tree protection orders (TPOs). The site lies in flood zone 1 (least risk) but lies within a critical drainage area as defined in the Local Plan.
- 3.7 The site is located approximately 300m to the north-west of Crouch End town centre. The site has a public transport accessibility level (PTAL) 2 and is served by a number of bus routes.

Relevant Planning and Enforcement history

- 3.8 There is no relevant planning history in relation to the site.

4 CONSULTATION RESPONSE

- 4.1 The responses below were received following consultation on the application:
- LBH Planning Policy: No objection.
 - LBH Cleansing (waste): No objection – confirmed waste management in operations have been adequately considered with the proposed locations, sizing and bin number/capacity calculations acceptable.
 - LBH Design Officer: No objection – design considered to be high quality, of appropriate scale form and appearance to context and capable of providing good quality homes.
 - LBH Tree Officer: Support: Note that the existing trees specified for removal are of moderate and low quality and have a limited life expectancy. The proposed new trees and landscaping will help mitigate the loss of existing canopy cover, increase biodiversity, enhance the quality of life for existing / future residents of Ramsey Court and the wider community. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.
 - LBH Carbon Officer: No objection subject to energy measures which can be secured by condition.

- LBH Transport Officer: No objection subject to conditions to secure cycle parking, construction management/logistics plan, and the associated highway works.
- LBH Environmental Health (Contaminated Land) – No objection subject to conditions
- TFL: No objection – Note proposal should comply with London Plan transport requirements notably on cycle parking, and remind that TFL need to agree re-routing bus routes if works are likely to impede buses on Park Road.
- Greater London Archaeological Advisory Service - No objection in terms of impact on heritage assets of archaeological interest.
- Thames Water: No objection.

5 LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of site notice and letters. 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: 158
 Objecting/Neither: 157 (outlined below)
 Supporting: 1 (new housing needed)

- 5.2 The following local groups/societies made representations:

- Hornsey Historical Society: Objection to loss of green land which was intended to be protected and to the categorisation of this green space as brownfield land.
- Muswell Hill & Fortis Green Association: Objection to element facing Park Road:
 1. The design is unsympathetic both to Ramsey Court and surrounding indigenous architecture.
 2. Its mass and bulk amount to overdevelopment.
 3. The positioning and mass of the proposal degrade the setting of Ramsey Court and Park Road as a whole.
 4. Haringey has declared a climate emergency. The removal of mature trees in this context cannot be justified particularly on Park Road which suffers from traffic and consequently from abnormally high air pollution.

- 5.3 The following Councillors made representations:

Cllr Connor: Objection on grounds summarised as

- Layout and density of the proposed build;
- Loss of privacy;
- Poor air quality (& removal of mature trees);
- Loss of green space;
- Inadequate daylight/sunlight to units in new block;
- Unacceptable noise impacts (from the mechanical air heat pumps at the back of the proposed terraced homes and the noise levels being exceeded on the balconies in block A);
- Building too close to water infrastructure against Thames Water requirements.

5.4 The following issues were raised in representations that are material to the determination of the application and are addressed in the report:

- Principle of development/ Layout/ Density
- Development on open/green site instead of brownfield
- Need for housing and type of units proposed
- Design/ Appearance/ Scale/ Character
- Poor standard of accommodation for future occupiers
- Harm to neighbouring amenity
- Loss of trees/ green space and associated green infrastructure/ ecology/ biodiversity value
- Congestion and harm to roads/ parking / public transport capacity
- Inadequate servicing/ access/ disabled parking provision for new and existing residents
- Flood risk
- Harm to air quality and health from reduced green/open space and construction works

5.5 The following issues raised are not material planning considerations:

- A grant would set a 'precedent' / result in similar future decisions on other Council-owned open spaces. (Officer Comment: All applications are considered on their own individual merits in accordance with the development plan and with regard to material planning considerations at the time of decision);
- Loss of/change to a view (Officer Comment: this is a private matter and therefore not a material planning consideration)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and impact on the character and appearance of the area
3. Housing mix, tenure, and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Highway & transport considerations;
6. Trees, landscaping and ecology
7. Land contamination
8. Flood risk and drainage
9. Energy and sustainability

Principle of the development

Housing delivery

National Policy

- 6.2 The 2021 National Planning Policy Framework (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.
- 6.3 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy – The London Plan

- 6.4 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.
- 6.5 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London’s housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.6 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of

existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy

- 6.7 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.8 The Development Management DPD (2017) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this.
- 6.9 The scheme would facilitate the construction of residential units in a location close to public transport and local facilities, including the provision of family sized units. The proposal would be in line with the overarching objectives of adopted policy in delivering additional housing in the borough, subject to compliance with all other relevant policies of the development plan, as discussed below.

Loss of green space

- 6.10 The development would result in some loss of open space within this site as well as the removal of a number of trees.
- 6.11 Policy DM20 of the Council's Development Management DPD states that development that protects and enhances Haringey's open spaces would be supported. Part B of the policy recognises that the reconfiguration of open space can be supported in instances when part of a comprehensive scheme, where there is no net loss of open space, the development achieves enhancements in the capacity, quality and accessibility of open space, and it would not be detrimental to any environmental function performed by the existing open space. Policy DM7 states that there is a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots.
- 6.12 The areas of space around Ramsey Court are considered to be open space, although not formally designated open space in the Local Plan. Rather the open space here is landscaped space providing a visual break in the otherwise built up/ backdrop of buildings on this side of Park Road and as well as providing amenity benefits to the residents of Ramsey Court.
- 6.13 In terms of Policy DM20, the proposal does result in the loss of some open space, However the works here also provide for some qualitative gains for the residents

of Ramsey Court, in terms of a new communal garden which would provide an open and flexible space with multifunctional potential, including as a safe playable space with sitting places. The siting of the additional blocks is also sensitive to remaining open space and would not harm its character or function.

- 6.14 Notwithstanding the loss of open space in terms of policy DM20, the development here also needs to be assessed in the context of policy DM7 (Development on infill, backland and garden land sites) and the pursuance of other objectives as set out in the London and Local Plan.
- 6.15 Policy DM7 lays out various requirements that offer potential for infill, backland and garden land proposals to be considered acceptable. In specific it requires infill development to have a street frontage and be ancillary in scale to the main building. As discussed further on in this report the scheme provides a creative site-specific response and would relate appropriately to its surroundings, thus enabling conformity with Policy DM7. The scheme here also importantly provides additional housing on this site which the supporting text of policy DM7 specifically recognises as inevitable, so as to meet the Borough's housing target and needs.

Loss of garages

- 6.16 The garages being lost are mainly used for storage and not for parking purposes. On this basis the principle of the loss of the garages is accepted, however the transportation consideration of the impact of loss of parking is assessed in more detail, further on in this report.

Conclusion

- 6.17 Overall while recognising that there is some loss of open space there would be qualitative improvements to the remaining open space. The extent of additional building coverage and amount of open space lost, in terms of function and character, is not significant, and is outweighed by the provision of affordable housing.

Design and impact on the character and appearance of the area

- 6.18 London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance, and shape, with due regard to street hierarchy, building types, forms and proportions.
- 6.19 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which

respects local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to meet a range of criteria having regard to the following: building heights; form, scale and massing prevailing around the site; urban grain; sense of enclosure and where appropriate following existing building lines; rhythm of neighbouring or local regular plot and building widths; active, lively frontages to public realm; and distinctive local architectural styles, detailing and materials.

Site Layout

- 6.20 The proposed development has two elements: Block A to accommodate 6 flats in a building facing Park Road and Block B comprising of 3 houses to the rear of the site facing Barrington Road, replacing existing garages.
- 6.21 The siting and layout of buildings within the site are informed by the site's shape and the relationship with neighbouring blocks. While the proposed site layout does necessitate the removal of some trees from the site, many trees would remain on site and would be complemented with additional planting, including London Plane trees with a large canopy cover. There would be a net increase in tree and plant cover on site (5 additional trees on-site, 5 new trees along Park Road, and additional planting in the site grounds/gardens)
- 6.22 The current layout of the site is different from the surrounding pattern of terrace houses due to it being a former bomb-damaged site, which replaced terrace houses running along Park Road, beyond No 186, up to the junction with Barrington Road as well as some houses fronting onto Barrington Road.
- 6.23 When Ramsey Court was built, landscaped grounds were included in front and around the site, but the grounds to the south-east are larger and remained undeveloped, leaving a gap between the building and the terraces of No.186 Park Road. Owing to its greater scale relative to its surroundings, Ramsey Court is set further-back from Park Road and the building lines of the terraced properties on Park Road.
- 6.24 During the pre-application process the position of the Park Road block was modified, specifically a gap was introduced between it and the side of Ramsey Court. This is intended to articulate the proposed new block here as a natural 'step' between the taller Ramsey Court block and the prevailing terraced properties along Park Road, articulating its mass as a separate modest-sized building which forms a 'step' between the buildings here on Park Road.
- 6.25 The site layout is a logical and efficient use of the site, reflecting the general built form of the surrounding area, while also keeping a large area of open space to the front. Specifically, the main landscaped grounds in front of Ramsey Court remain

undeveloped. Further consideration of layout and relationship to neighbouring properties is provided in the 'Impact on neighbouring amenity' section below.

Block A: Park Road

- 6.26 This building would line up with the front elevation of the adjacent terraced property group at No.186 Park Road. This elevation facing Park Road is deliberately broken down into two parts (left and right as seen from the road) to break up its bulk and provide articulation and interest and to respond to the plot width of neighbouring houses.
- 6.27 The building would be higher than the adjacent terrace at No.186, at three storeys and approximately 10.4m in height. However, a differing building height is reflective of the streetscene, qualities, and evolution of Park Road. It is not an unusual end of terrace or 'book-end' arrangement. Given also that this proposal is for a building that accommodates flats, and is separate to the terrace, there is an opportunity for the building to be higher and different in appearance. The height of this block also provides / a transition between the heights of the taller Ramsey Court on one side and the lower terrace of No.186 Park Road on the other. This is a contextual response to its surroundings.
- 6.28 The design of the building would be of a modern design but faced in a traditional material (brick). Park Road contains a variety of building styles, including Victorian and Edwardian housing and purpose-built blocks of flats, and as such this diversity allows for such a new building typology to easily integrate.
- 6.29 The front elevation to the block would have a clear base, middle and top, and subtly conveys and picks up features of the Victorian detailing and fenestration in relation to the neighbouring terrace.



Fig 3- Front elevation on Park Road

- 6.30 The side elevation next to Ramsey Court given its visibility from the street would be articulated and broken down and would feature textured brick. While the building would project forward of Ramsey Court and this would be notable when approaching from the north-west, this would not be harmful to the character and appearance of the Ramsey Court site, the adjacent Park Road terraced properties, or this part of Park Road in general. Ramsey Court is the outlier in this respect with its significant uncharacteristic setback from Park Road. The building would be read in the context of the set-back of the Ramsey Court building line and the building line of the Park Road properties forming a detached link between the two contexts.



Fig 4- View along Park Road

- 6.31 The surrounding area is mixed in character both in architectural style, building type and form, and appearance. However, there is a regular use of similar toned brick varieties across the prevailing two to three storey buildings in the area, and in the Ramsey Court block, which strongly influence the character and appearance of this area. The proposal responds to this, with an extensive brick finish and ‘play’ and articulation in its detailing to demarcate, break down, and provide interest to the different elements of its composition and elevations. Extensive discussions have taken place with Officers, including the Council’s Design Officer, to explore the most appropriate brick to use. The proposal has been amended to include a darker brick than initially proposed, in order to better relate to the adjacent buildings on either side.
- 6.32 The Design Officer considers this block and the latest brick finish to be a good quality design, noting its appropriateness for its context. It is considered that the resultant Park Road block would have a strong identity and presence on this busy street, and at three storeys with a forward projecting bay would be within the prevailing range of two to four storeys and architectural form of the street, and whilst being a clearly contemporary design, its fenestration proportions and brick materials would further harmonise with its context. In summary, this element of the scheme is considered contextually suitable and would integrate into its immediate surroundings.

Block B: Barrington Road houses

- 6.33 The block of 3x terrace houses to the rear would replace the existing single storey garage structures. They would sit approximately 1-2m back from the back edge of the pavement and are proposed as two-storeys. The main roof would sit at a lower level to the pitched elements with a gable facing Barrington Road.

- 6.34 The properties along Barrington Road are two-storeys with pitched roofs. The proposed houses would remain smaller than these, picking up on their proportions but with a smaller height reflective of their footprint, form, and site/plot. The rear part of Ramsey Court is finished in a red brick to reflect the materials of the redbrick terraced properties on Barrington Road. The red brick finish of these houses would follow the same approach. The block of houses here is therefore viewed to be acceptable in height and design and respectful of its surrounding context.
- 6.35 Overall, the site layout, height, mass and design of the blocks take reference from their surroundings and are sympathetic and contextual, in accordance with the requirements of the planning policies outlined above. The proposal is acceptable in this regard.

Housing mix, tenure, and quality of residential accommodation

Housing mix

- 6.36 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.
- 6.37 The 2021 London Plan 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. Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.38 Policy DM11 of the Development Management DPD states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes, which include larger and family sized units.
- 6.39 The proposal is for 9 units and the dwelling mix is as follows:

Block A:

- 2x one-bedroom, two-person flats (one a wheelchair accessible unit)
- 3 x two-bedroom, four-person flats
- 1x three-bedroom, five-person flat

Block B:

- 1 x two-bedroom, four-person house
- 2 x three-bedroom, five-person houses

- 6.40 The mix of predominantly one and two bedroom units is considered acceptable given the location near Crouch End town centre along a route served by public transport and within a walkable distance. It would provide a valuable contribution of much-needed housing in this area, particularly in the social-rent sector, and for family-sized units.
- 6.41 Furthermore, this proposal forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for Council rent to meet local need. It aims to address the Council's housing waiting list through the provision of a wide range of housing typologies and address issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding. In this respect, the units meet an identified need. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

Tenure

- 6.42 Policy H4 of the London Plan 2021 seeks to maximise affordable housing provision, setting a strategic target for 50 per cent of all new homes delivered across London to be genuinely affordable. Policy SP2 of the Local Plan Strategic Policies document seeks to ensure that housing growth across the borough makes provision for an appropriate mix of high-quality housing, including affordable housing. Affordable housing will be achieved by sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%.
- 6.43 The proposal is for 9 units and as such does not trigger the above threshold requirement for affordable housing. Nonetheless, the proposal includes 7 affordable homes (78%, all at social rent). This provision is supported in policy terms having regard to current identified need in the borough and the preferences set out within Appendix C of the Council's Housing Strategy. It provides a welcome and much-needed contribution to affordable housing stock in the borough, including for 'family sized' (3 bedroom) units.

Quality of accommodation

- 6.44 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 storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

- 6.45 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential developments ensure a coherent, legible, inclusive and secure environment is achieved.
- 6.46 All units exceed the minimum space standards in terms of gross internal area (GIA) set out in the above standards. The minimum standards prescribed for individual rooms and other aspects such as storage are also satisfied or exceeded.
- 6.47 The proposed units would be dual or triple aspect and would benefit from sufficient levels of outlook and daylight. All units would benefit from amenity space by way of private gardens or/and a terrace/balcony. The units are also designed to provide adequate floor to ceiling heights. The standard of accommodation is acceptable and satisfies relevant standards, resulting in good quality accommodation.

Accessible Housing

- 6.48 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.49 In Block A, 1 x bedroom, two-person flat would be a wheelchair accessible/adaptable unit which would satisfy the M4(3) standard of the building regulations. This satisfies the 10% wheelchair accessible requirement.
- 6.50 The remaining units have been internally planned as accessible and adaptable dwellings in line with the requirements of M4(2) of the building regulations. There would not be a passenger lift, but this is not required for a building of three storeys and is consistent with other Council housing developments underway where the limited size and number of units would not justify this provision. The ground floor accessible unit would be the larger family sized (3 bedroom) unit while the upper floor units would be smaller one and two bedroom units.
- 6.51
- 6.52 Two accessible car parking spaces would be provided in front of the site on Park Road. The proposal is therefore acceptable in this regard.

Child Play Space provision

- 6.53 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.
- 6.54 There is a wide provision of sport and play facilities in the local area which meet the GLA recommendation for playable open space within a walkable 400m radius. Therefore, designated play provision has not been defined as a requirement for the new landscape proposals for Ramsey Court, but the new communal garden would provide an open and flexible space with multifunctional potential, including as a safe playable space with sitting places. In light of the site constraints and the proximity of the site to nearby sites such as Crouch End Playing Fields and Priory Park, the proposal is acceptable in terms of play space provision.

Daylight/Sunlight/overshadowing – Future Occupiers

- 6.55 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance.
- 6.56 The standards set out in the BRE guide are intended to be used flexibly. The guide acknowledges that, in some cases, it may not be possible for every dwelling to achieve ideal levels of sunlight. The guide explains that, where groups of dwellings are planned, the aim should be to maximise the number of dwellings that have at least one main window that faces within 90 degrees of due south, and have at least one window to a main living room that meets the BRE numerical targets.
- 6.57 In the case of this proposed development, 3 of the 6 units have a living room window which faces within 90 degrees of due south and of these all units have a living room window which meets the BRE numerical targets. Therefore, the opinion of the qualified daylight/sunlight report authors is that the proposed development represents good site layout design. Since the design maximises sunlight availability, as far as practically possible given the constraints of the site, the BRE direct sunlight to windows recommendations for groups of dwellings is considered to have been met.
- 6.58 In terms of the 'no skyline' test, some bedrooms of units would not have access to direct skylight over a significant part of the working plane in all main living areas within them. The report notes that although it has analysed the bedrooms, the BRE guide states that daylight distribution in bedrooms is less important and the contours in the report illustrate good access to daylight over a significant part of the working plane in all other habitable rooms.

- 6.59 Nine amenity spaces have been tested for the purpose of the assessment. These comprise of seven on the ground floor and two on the first floor. Both large amenity areas on the ground floor and communal gardens meet the BRE recommendations. While some of the areas on the ground and first-floors do not meet the recommendations, this is because they do not have an ideal southerly aspect or are restricted by the constraints of the site. However, all units have access to the communal gardens on the ground floor and as such overall future occupiers would benefit from good quality amenity space.

Noise

- 6.60 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.
- 6.61 The application is accompanied by an Acoustic Report informed by an acoustic assessment, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. The noise survey was undertaken at daytime and night time and except for traffic noise, no audible commercial noise was identified coming from the existing commercial units/mechanical plant, including from the substation on Barrington Road, Hornsey Central Neighbourhood Health Centre and Park Road Pools & Fitness Centre.
- 6.62 The building would incorporate mechanical ventilation and heat recovery (MVHR) with attenuation for the outlet and inlet ducts for Block A and B with no trickle vents or through wall vents permitted. The predicted noise levels within the new residential units are below the threshold values presented under relevant British Standard (BS) and WHO guidelines and therefore would be acceptable and planning policy compliant.

External amenity areas:

- 6.63 The predicted daytime noise levels for the new communal resident garden area, Block B rear gardens, and Block B rear balconies is equal to or below the upper noise limit set out in the BS and is therefore acceptable. The daytime noise levels for the Block A balconies however would be higher than the upper limit of the BS. This is due to their proximity and exposure to Park Road which is a busy road.
- 6.64 Recognising that nearby Parks can also be used as supplementary amenity spaces, Block A residents could use them if they find the balconies too noisy in

the daytime. This arrangement is accepted given the proximity of good quality, usable parkland and open space to the site. The balconies would still provide supplementary amenity space on top of this. No additional noise mitigation measures are required. The proposal is acceptable in this regard.

Noise from external mechanical plant:

- 6.65 The proposal includes air source heat pumps. A noise report has been undertaken and calculated that the pumps would not cause harmful noise impacts on the future occupiers of the new units.

Housing provision: Summary

- 6.66 In summary, the standard of accommodation and living conditions proposed are of an acceptable quality. A condition is attached to ensure noise from plant is not harmful to neighbouring amenity. The daylight and sunlight levels for future occupiers are acceptable.

Impact on neighbouring amenity

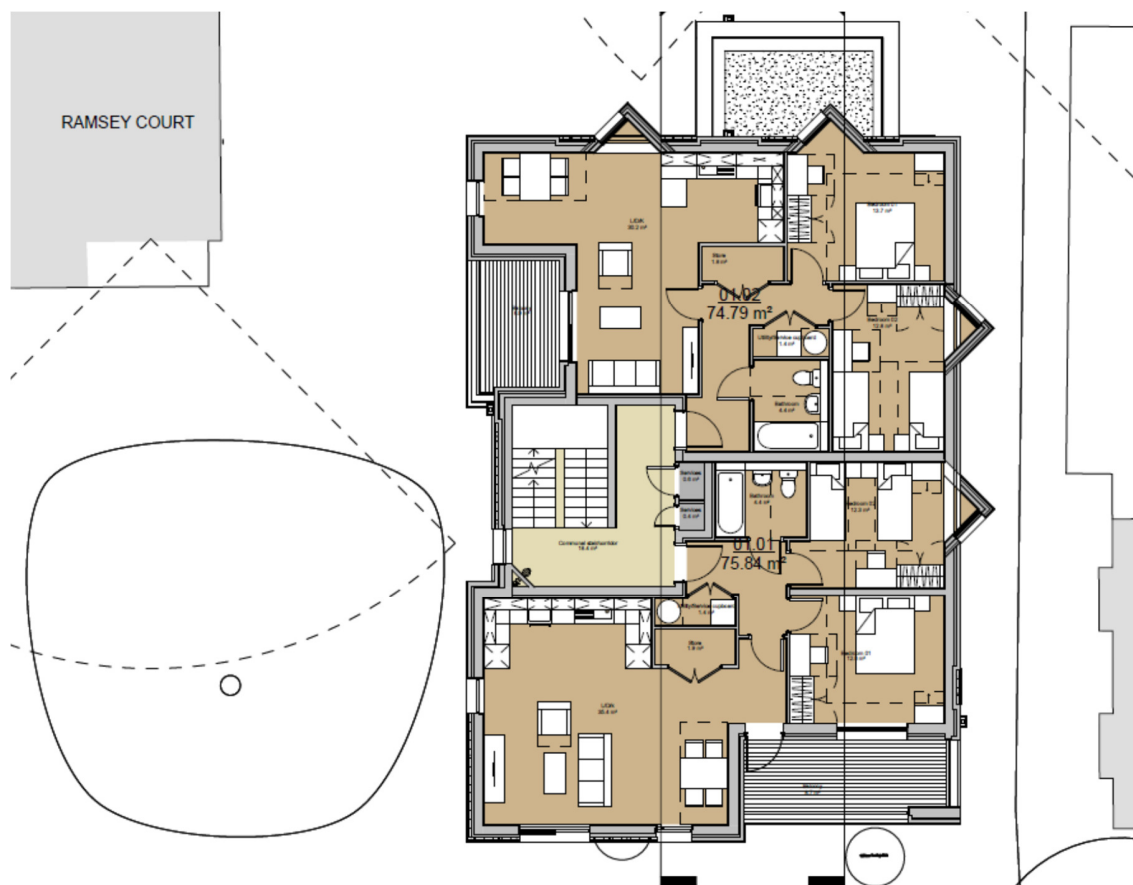
- 6.67 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.68 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 6.69 Officers note a number of amenity concerns are raised in the representations received, which are considered in more detail below in terms of the respective blocks.

Impact on Outlook, overlooking and loss of privacy

Block A: Impact on Ramsey Court

- 6.70 The building would be located to the south and south-east of Ramsey Court. The flats in Ramsey Court are orientated front-to-rear facing Park Road (south/south-west) and Barrington Road (north/north-east). There are no primary habitable room windows on the side/end of Ramsey Court.

- 6.71 The location, scale, and proximity of the building would have some impact on the level of outlook experienced by occupiers of Ramsey Court, most notably the nearest flats on the southern end. At its closest point, Block A would be approximately 6.2m away from the southern end of Ramsey Court which has external balconies with a primary outlook facing Park Road/south-west, and secondary openings facing to the side-east.
- 6.72 The primary outlook would remain unimpeded, namely their windows and the main outlook from their balconies which face straight ahead/south-west towards park Road. Views within approximately 45 degrees from such vantage points would also primarily remain unimpeded. This angle of outlook is indicated by dashed markings on the proposed floor plans and figure 5 below Views from the secondary side-facing aspects of those balconies would be more impacted as Block A would be closer to those elements, but they are far smaller, secondary sources of outlook from the balconies.



6.73 **Figure 5 – outlook from the Park Road side of Ramsey Court**

Impact on No.186 Park Road

- 6.74 To the south-east lies No.186 Park Road, an end of terrace property with its primary windows found on the front and rear elevations. The flank of that building does not have windows and so outlook would not be materially impacted by the proposal. The ground floor is not in residential use, but rather is in use as a dental practice with the upper floor containing a flat.
- 6.75 The ground floor non-residential element of No.186 has a single storey rear extension with windows on the side facing the application site. The Block A building would only extend adjacent to part of the rear extension rather than its full depth. When this is considered alongside the fact the proposal would maintain a separation of approximately 1.5m from its site boundary with No.186 and 2.8m from the building, it is viewed that Block A would not be materially harmful to outlook, lead to a harmful sense of enclosure or have an overbearing impact.
- 6.76 While the first floor flat at No.186 has roof lights on the side of the roof facing west/north-east, these face the sky and that is their main outlook. Their height is such that the proposed block A would not cause detrimental harm to the level of outlook for occupiers of that flat.

Impact on Harefield Road properties

- 6.77 Block A would be constructed near the Harefield Road properties where there is currently undeveloped land and trees. Figure 6a shows this relationship.



6.78 **Figure 6a – Harefield Road properties & Block A to the bottom**

- 6.79 This block would have some impact on the outlook experienced from those properties, primarily from their rear gardens. However, this impact would be limited because the rear of those terraced properties and their gardens face in a different direction, to the north-west, whereas Block A would be sited to their south-west. The impact of Block B would mainly be experienced when looking to the south-west from their rear gardens.
- 6.80 The layout and distance between them mean Block A would not be seen from the main source of outlook from their rear elevation windows, or within close angles from those windows. Figure 6b shows the relationship at ground floor level, where the deepest footprint of Block A is closest.



Figure 6b – The Harefield Road properties lie beyond the top of the plan

- 6.81 At ground floor level, only a minor part of the rear part of block A encroaches beyond a 45-degree line taken from the corner of No.1 Harefield Road, with the other element further back. The distances from this part of No.1 are approximately 7.5m and 12m. The building footprint would be approximately 3m-4.5m from the boundary with No.1's rear garden. At ground floor level, this distance and scale would prevent any harmful overbearing impact, loss of outlook, or sense of

enclosure to No.1 Harefield Road or the properties or beyond, including their rear gardens.

- 6.82 At first floor and above, the building would not significantly encroach the outlook within a 45-degree plane of view as experienced from the rear habitable room windows at No.1 Harefield Road, or properties beyond. It would be approximately 12m or further away where it does breach this line of sight from No.1, which would be the property most affected and closest to it. The distance and setback of the building from the boundary with No.1, combined with its location to the south-west, would ensure that while they would be visible, the upper floors of the building would avoid the above harm arising. Therefore, while the building would be seen from the rear of the Harefield Road properties, its presence would not be harmful in this respect.
- 6.83 The only Block A ground floor windows facing No.1 Harefield Road would face its garden, but they would be set back approximately 5m-6m from the boundary fence, and therefore would not cause harmful overlooking or privacy loss to No.1. The first-floor windows are angled to face north-west, and not directly overlook most of the rear gardens at Harefield Road (see Figure 7). The angled windows on the side of the first floor would not face habitable room windows at No.1, but rather the side gable and non-residential outbuilding roof in the rear of No.186.

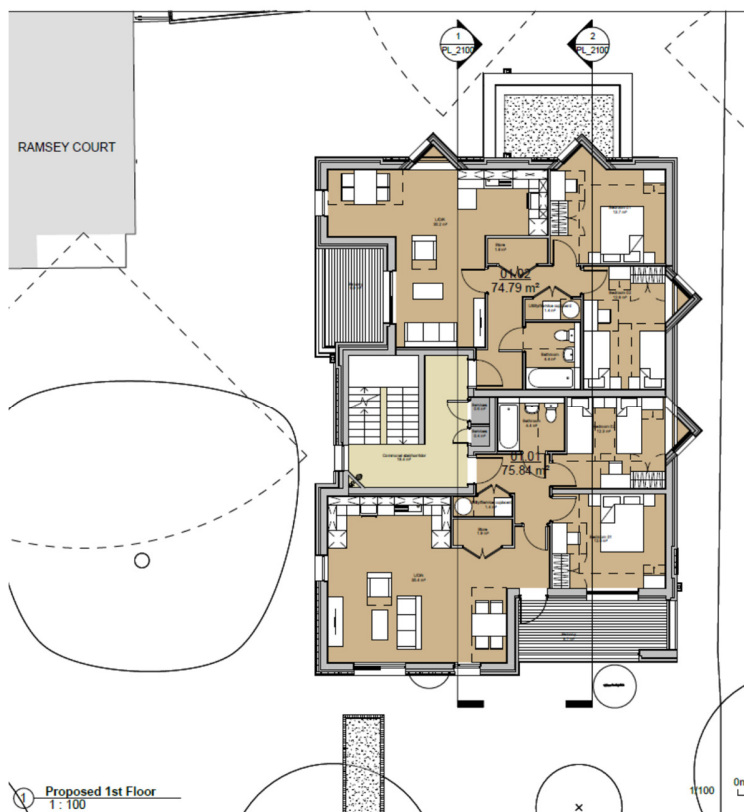


Figure 7 - first floor windows

- 6.84 At approximately 6m from the rear part of No.1's rear garden, it would not allow for harmful overlooking or privacy loss compared to a typical urban context. Nor would the second-floor windows (Figure 8). While facing the rear gardens of No.1 and those properties beyond, in an urban setting, their set-back approximately 7m or more from the boundary would not allow for material harm in this regard. Therefore, the impact on the amenity of Harefield Road properties is acceptable.

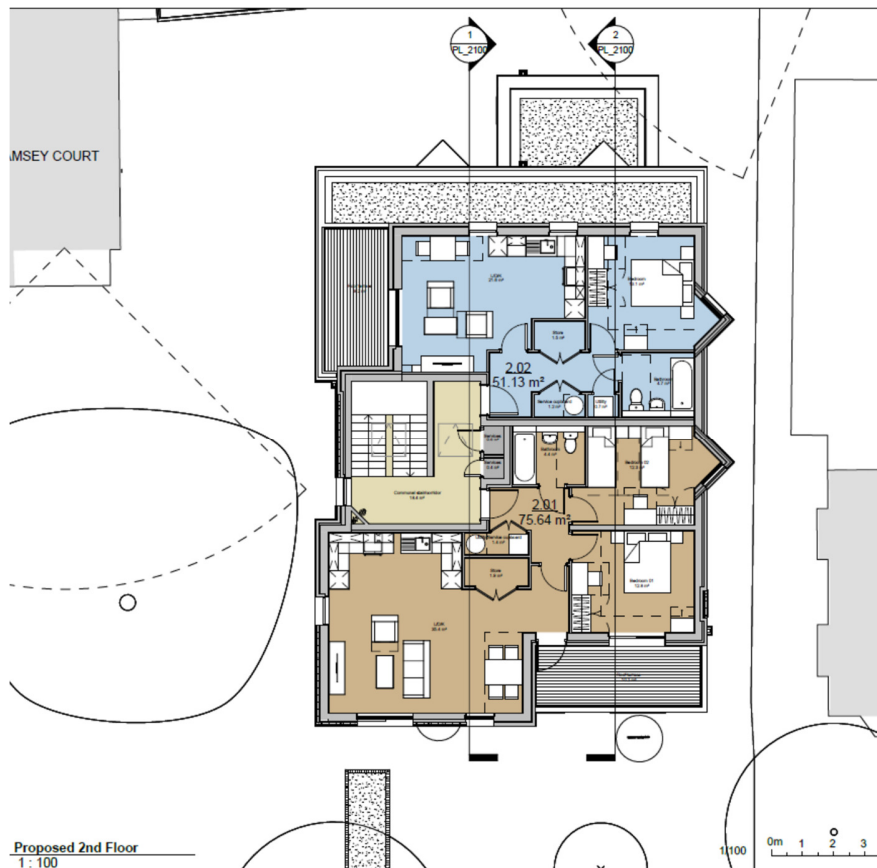


Figure 8 – second floor windows

Block B: Barrington Road houses

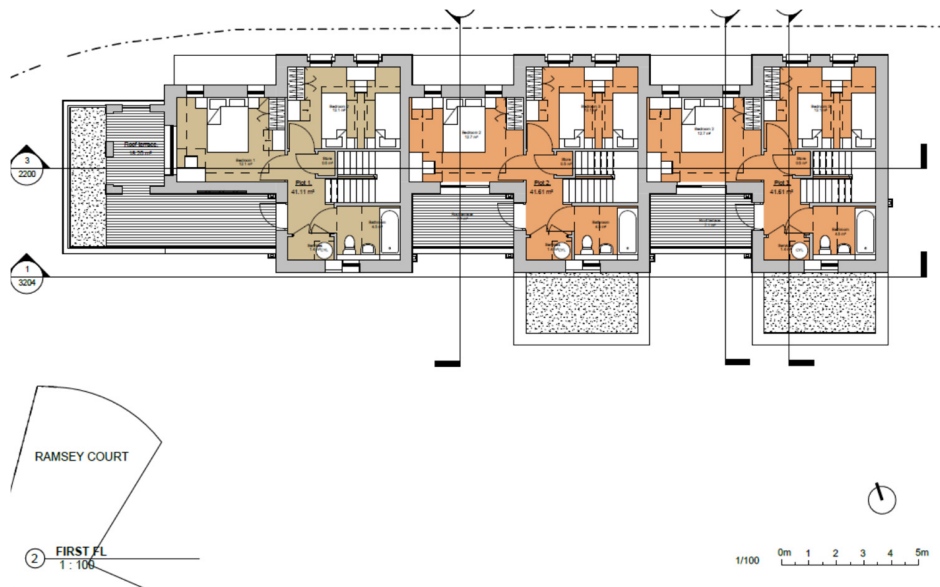
- 6.85 The proposed houses (Block B) along Barrington Road would appear as two storeys in height with pitched roofs. While taller than the existing garage block, they would not be disproportionate in size or height/scale.
- 6.86 At their closest point, the front elevation of Block B would be approximately 17m from that of the nearest Barrington Road property. Conditions of outlook, overlooking, and privacy in relation to the properties on the other side of Barrington Road would not be materially harmed here, and would reflect the standard of amenity expected in a traditional street pattern found in the rest of Barrington Road.

- 6.87 The side elevation would not contain windows and would be sited approximately 16m and 28m away respectively from the nearest rear garden fence and rear building lines on Harefield Road properties.
- 6.88 The houses would be closest to the flats on the rear elevation of Ramsey Court. These flats currently have their privacy reduced to some degree by the existing pedestrian access path off Barrington Road and given the relatively open nature of the grounds to the rear of the site fronting Barrington Road.
- 6.89 The closest distance between block B and one of its habitable (residential) windows to the nearest flat/balcony in Ramsey Court would be approximately 10m. It would be sited on the far side of the pedestrian access path off Barrington Road, which would be retained as existing. The block would be angled to be 'pulled away' from Ramsey Court so that most building and window distances would be further away (approximately 12.5m to 22m). This is shown in Figure 9. The gardens to block B units would be enclosed by a fence. At first floor level, much of the building would be further set back behind its roof terraces (with privacy screening approximately 1m high) This is shown on Figure 10.



Figure 9 (above) – Block B layout

Figure 10 (below)– Block B upper floor layout and rear setbacks from Ramsey Court



- 6.90 While there would be some degree of overlooking between these properties and the rear of Ramsey Court given the site context, including the existing pedestrian path, and existing levels of privacy the impact of Block B on privacy and outlook would not be significant.

Daylight/sunlight assessment – Blocks A & B

- 6.91 The Mayor's Housing SPG, indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development. Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 6.92 The design of the proposed development (Blocks A and B) has been informed by detailed sunlight and daylight analysis to ensure that neighbouring properties receive sufficient sunlight and daylight. The analysis is based on the various numerical tests laid down in the Building Research Establishment (BRE) guidance. The analysis considers the impact of the development on the light receivable by the neighbouring properties at No's 1, 3, 5 & 7 Harefield Road, 1 to 24 Ramsey Court, 100, 102 & 104 Barrington Road and 186 Park Road.
- 6.93 No.186 does not have windows in the side of original main body of the building, but its ground floor rear extension has windows facing the application site. As

noted earlier, this is a non-domestic building, containing a dental practice. Given it is a non-residential building, the daylight/sunlight assessment did not include an assessment of the impacts on this ground floor element at No.186 which is an acceptable approach.

- 6.94 The daylight/sunlight report considers impacts on neighbouring users through measures known as vertical sky component (VSC) and daylight distribution tests. For the former, all residential windows with a requirement for daylight pass the test. For the latter, the report has undertaken the daylight distribution test where residential room layouts are known. All residential rooms with a requirement for daylight pass the daylight distribution test.
- 6.95 In terms of sunlight to windows, all residential windows that face within 90 degrees of due south have been tested for direct sunlight. All main habitable residential room windows pass both the total annual sunlight hours test and the winter sunlight hours test.
- 6.96 The report also assesses overshadowing to gardens and open spaces, where all residential gardens and open spaces tested meet the BRE recommendations. As such, the proposal is acceptable in terms of level of daylight/sunlight to neighbouring properties.

Noise – Impacts on neighbours from Blocks A & B

- 6.97 A noise report was submitted with the application and considers noise impacts from the new development on neighbours, including from use of the external amenity areas and air source heat pumps. Noise from within the buildings (their use and occupation) is not considered to harm the amenity of adjoining neighbours.
- 6.98 The noise report calculated that the pumps would meet the minimum noise rating requirements at all of the nearest noise sensitive receivers, with the exception of the rear of Ramsey Court. It outlines noise harm to those rear Ramsey Court residents can be mitigated. The Council could either agree to set a lower noise limit so that the noise from the pumps is equal to the existing background noise, or it could require that the 3 pumps to the rear of Block B are acoustically enclosed (noise insulation) or replaced with quieter units, in either case ensuring that the resulting noise is of a sound power level of 56dBA or lower.
- 6.99 While the Council could agree to set a lower noise limit, this could be difficult to measure and monitor. For the avoidance of doubt, a condition is attached to require the required noise insulation or alternative pump type to be used on Block B to keep noise levels within the above limit and protect the amenity of Ramsey Court residents.
- 6.100

- 6.101 Officers have also considered concerns raised in representations regarding the impact of noise from construction works (noise, dust, traffic etc.). Conditions are to be imposed to secure details in respect of construction management and a construction logistics plan, which will outline how traffic deliveries, site works and dust suppression measures etc. are utilised to minimise impacts on residents of Ramsey Court as well as other adjoining and neighbouring residents.
- 6.102 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is in accordance with policies outlined above.

Highway & transport considerations

Car parking

- 6.103 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.104 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.
- 6.105 The application includes a detailed transportation assessment. The Council's Transportation Team has been consulted and has reviewed the proposed details and submitted documentation.

Vehicle parking

- 6.106 The existing site comprises 10 car parking spaces, namely 7 in the form of garages and 3 in the form of marked-out spaces (including one disabled persons' parking space) in an off-street car park accessed from Barrington Road. Evidence shows that up to 4 vehicles park in the rear car park (1 more than formally marked out) which would bring the total of spaces to 11.
- 6.107 For the parking impact assessment, it has been assumed as a worst-case scenario that all 7 garages are used for parking and that their removal would cause the need to relocate up to 7 vehicles on street. However, one is known to be used

for storage refuse and the others are also likely to be used for storage and not parking. The existing on-site disabled persons' parking space to the rear of Ramsey Court would be re-provided along Park Road, so there would be no loss of existing provision, while an additional wheelchair-accessible space serving the proposed development will be added alongside it.

- 6.108 No existing controlled parking zone (CPZ) permit-controlled bays on Park Road would be removed. This includes an existing disabled persons' bay on Park Road. The new parking bays would be provided elsewhere on Park Road, closer to the part in front of Block A.
- 6.109 The site is in a Controlled Parking Zone (CPZ) and has a PTAL of 2. As such, the proposed development would not be eligible for a car-free status and future residents would be able to apply for an on-street resident parking permit to park in the CPZ.
- 6.110 Based on 2011 Census local car ownership data, houses had an average vehicle ownership of 1.15 vehicles per household and flats an average of 0.56 vehicles per household. That equates to a predicted demand for parking of up to 7 vehicles. Parking stress surveys were undertaken following the 'Lambeth methodology' within 200m of the site in both November 2019 and November 2020. Both surveys show similar results, with a slight change in study areas due to the later addition of Site A to the scheme.
- 6.111 The survey analysis shows that, depending on the methodology used (observed free spaces and theoretical spare capacities based on 5m and 6m bay lengths respectively), the overall baseline parking stress varies between 73% and 90%. With the addition of the likely demand generated by the proposals (up to 7 vehicles) and the relocation of up to 11 vehicles (7 assumed to be parked in the existing garages and 4 in the on-site car park), the total parking stress would vary between 81% and 101%.
- 6.112 Using a 6m parking space length constitutes a worst-case scenario and it is likely that the actual stress would be based on a 5.5m parking space length (as is the more common length of space taken by a car), which would equate to a total on-street parking capacity of 192 spaces, i.e. close to that of the original assessment. Therefore, with a total on-street parking demand of 172-174 spaces with a capacity of 192 spaces, the total stress would likely be in the region of 90%-91%.
- 6.113 The Council Transportation Officers highlight that although this is above the 85% threshold beyond which it becomes difficult for drivers to find available spaces to park in, this is considered acceptable on-balance in this instance. This view is reached having regard to the fact this is the worst-case scenario where all 7 existing garages are currently occupied by vehicles, but it appears that most (if not all) are only used for storage, which would reduce the average total parking stress to 86%-87%.

- 6.114 The highway works, including the provision of two new on-street accessible parking spaces, would be secured by means of a Section 278 agreement (scope of works and estimate to be confirmed). A contribution towards the amendment of the Traffic Management Order would be sought. Both can be secured by condition.

Cycle parking

- 6.115 The proposal includes cycle parking for all new units. The Transportation Officer notes that the provision is in line with the London Plan (2021) minimum cycle parking standards. Long stay (access for residents only) cycle parking should be secure, lockable and covered/sheltered. Short stay (visitor) parking should be secure, conveniently located close to the entrance and overlooked.
- 6.116 The Transportation Officer advises that all short-stay cycle parking should be provided in the form of Sheffield stands. The communal cycle store in Block A shows an indicative layout which the applicant has since confirmed will comprise of Sheffield Stand units in line with the Transportation Officer's advice. They have also confirmed that this provision would include one space for larger cycles which is in line with the London Cycling Design Standards (LCDS) minimum of 5% for such provision. The applicant has also confirmed that a further provision of 2 visitor spaces (Sheffield Stands) would be provided adjacent to the front entrance of Block A, as detailed in section 6.1 of the supporting transport report.
- 6.117 The Transport Officer has advised that all minimum dimensional and spacing requirements should comply with the LCDS and cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width. The applicant has since advised that this would be the case. The condition attached will ensure the cycle provision is suitable.
- 6.118 The individual cycle stores for the houses in Block B are supported by the Transportation Officer in-principle but their acceptability would need to be demonstrated as suitable in-line with relevant technical standards. The applicant has also since provided an update to assure this would be the case, which the cycle parking condition will ensure.
- 6.119 The cycle parking provision is acceptable, and the adequacy of the long-stay and short-stay cycle parking and access arrangements will be secured by planning condition for the avoidance of any doubt. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.

Highway improvements

6.120 The development proposals include several other highway improvements, namely:

- Improved boundary street frontage to Barrington Road
- Improved boundary treatment to the Park Road frontage
- Passing place on Barrington Road for local traffic

6.121 The Transportation Officer notes that the exact nature of the proposed highway works should be clearly explained and illustrated on a Section 278 drawing, which should be provided to show their extents, alongside the accessible bay provision on Park Road. The Section 278 agreement would be secured before occupation off the development and a detailed drawing required to enable the Council to estimate the cost of the works to be paid in full. A condition is attached to secure the Section 278 agreement.

Delivery and Servicing Arrangements

6.122 The proposed delivery and servicing arrangements are acceptable as they are in line with the existing arrangements and the number of vehicles generated by delivery and servicing activity is expected to be low, with short dwell times. The Council's Cleansing Team has commented on the application and confirms waste management operations have been adequately considered with the proposed locations, sizing and bin number/capacity calculations acceptable.

Other impacts and conclusion

6.123 The impact of the proposal on the highway network during construction has been considered by Officers. The Council's Transportation Officer has requested a condition to secure a construction management/logistics plan. The purpose of this document is to minimise the construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site, whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team to deliver this scheme. This is secured by condition. Subject to conditions, the proposal is acceptable in terms of highway and transport considerations.

Trees, landscaping, and ecology

6.124 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DPD Policy DM1 requires proposals demonstrate how landscaping and planting are integrated into a development as a whole, responding to trees on and close to the site.

- 6.125 Consistent with the NPPF, London Plan (2021) Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure biodiversity net gain.
- 6.126 The presence of existing trees, vegetation, and green space on the site make an important contribution to the site and wider area. Concerns raised in representations received are noted. These concerns include the loss of green space and its role as green infrastructure, specifically the loss of trees, and the associated concerns about loss of wildlife habitat/space to exist/ecology and concerns that the proposal runs contrary to the Council's Biodiversity Action Plan & Green Spaces Strategy which seeks to protect all green spaces.
- 6.127 The application has been accompanied by an Arboricultural Impact Assessment and Arboricultural Method Statement and has been assessed by a Tree Officer.
- 6.128 The Tree Officer notes that it is proposed to remove 9 trees to facilitate this development. The trees have been categorised in accordance with BS 583 with 3 of the trees specified for removal as 'B' trees and 6 as 'C' trees, therefore not amounting to an impediment to development. There are no trees of high quality and value proposed for removal as part of this scheme.
- 6.129 To mitigate for the loss of the trees above, the proposed landscaping plan proposes the planting of 20 new trees, which includes 5 London plane trees to be planted along Park Road and 15 within the new communal garden area. The London plane trees will develop large canopies and in the future, provide wider benefits to the local community. The other 15 new trees include flowering and fruiting varieties which will provide a food source for pollinating insects and birds, providing biodiversity/ecological benefits.
- 6.130 A new native boundary hedge along the whole Park Road frontage is also proposed which will provide a green corridor and increase wildlife habitat on the site. Other improvements to enhance biodiversity include green roofs, greater plant diversity and bird/bat bricks installed within the buildings.
- 6.131 Officers note the strength of feeling voiced in the representations received on the above issues. However, the existing trees specified for removal are of moderate and low quality and have a limited life expectancy and the proposed new trees and landscaping will help mitigate the loss of existing canopy cover.
- 6.132 A landscaping condition is attached to review and secure details of the proposed landscaping. This will ensure the development includes a high quality planting scheme to visually soften the surrounds of the new building and ensure a good quality standard of finish throughout the grounds. This condition will also secure details of the limited hard landscaping proposed. Subject to this, the proposal is acceptable in this regard.

Land contamination

- 6.133 DPD Policy DM23 (Part G) requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.134 A Phase 1 Environmental Report desk study, including a preliminary risk assessment, has been carried which has identified several potential sources of contamination. This comprises contaminated ground associated with previous site use: garages, parking area, electric sub-station on-site, the hospital off-site, and imported hardcore below ground slabs and demolition debris (asbestos).
- 6.135 The risk of contamination identified in the report is overwhelmingly moderate to low. There is also a risk of asbestos in connection with the garage buildings.
- 6.136 The Council's Environmental Health (EH) service was consulted on this proposal. They have no objection subject to conditions to investigate and manage risk, which will ensure that suitable remediation of any contamination found is carried out.
- 6.137 Planning conditions ensure that the EH team will review and confirm the acceptability of such remediation works before the development can proceed. This is a standard approach on development proposals. This risk management also includes the need for an asbestos survey to identify and manage this if found, notably in the garage block to be demolished. Subject to conditions, the proposal is acceptable in this regard.

Flood risk and drainage

- 6.138 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.139 Officers note concerns raised in representations, that the proposal would exacerbate flood risk and would not utilise the green space for a Sustainable Urban Drainage (SUDs) scheme in a critical drainage area.
- 6.140 A Flood Risk Assessment has been carried out for the site which highlights it as being in Flood Zone 1. All sites are in a flood zone categorised between 1 and 3, with 1 having the least risk.
- 6.141 The site lies within the Council's 'Critical Drainage Area' which concerns surface water runoff flooding. The application includes a Sustainable Urban Drainage Systems (SuDS) Strategy. The suitability of specific SuDS components has been

evaluated based on the site and development proposals. Several SuDS components and features are proposed as part of a surface water drainage strategy for the site, specifically:

- Pervious paving with a surface area of approximately 168.3sq.m, with attenuation storage in the sub-base.
- Extensive green roof with an area of approximately 159.4 sq.m and 58.8 sq.m on site A and site B, respectively.
- A bioretention system or rain gardens
- Soft landscaping of about 2,110 sq.m.
- Flow control device to limit rate of discharge from site.

6.142 Preliminary hydraulic modelling of the proposed development site has been undertaken and demonstrates that the proposed SuDS components would be viable for the surface water drainage strategy for the site, to achieve the targeted discharge rates, whilst mitigating flood risk to the site and surrounding area. Targeted discharge rates are subject to change, following the review and verification by a structural/drainage engineer during the detailed design stages.

6.143 An outline management plan has been developed for the proposed SuDS components, providing indicative schedules of monitoring, management, and maintenance activities to be implemented after handover of the development, but the SuDs Strategy report notes that further details need to be developed at design stage.

6.144 While Officers note the concerns raised in representations, a location in a critical drainage area is not a barrier to development subject to addressing runoff/flood mitigation measures. Based on the limited increase in building footprint relative to the overall site, and the indicative measures put forward in the SuDs Strategy, Officers consider that the proposal can mitigate flood risk.

6.145 A condition is attached to require details to be submitted and approved by Officers beforehand. This will allow the Council's Drainage Officers to review, and require additional information if necessary, before approving the condition and enabling the works to take place. Subject to this, the proposal is acceptable in terms of flood risk.

Energy and sustainability

6.146 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.147 London Plan Policy SI 2 - 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. DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.

6.148 An energy assessment, sustainability assessment, and overheating analysis have been submitted with the application. They demonstrate the consideration given to sustainable design principles throughout the design of the proposed scheme. The scheme has been reviewed by the Council's Carbon Management Officer.

Energy

6.149 The development will achieve a reduction of 101.2% carbon dioxide emissions on site, which is strongly supported. This is achieved through energy efficiency measures (16.9% at the 'be lean' stage and maximised use of renewable technologies in the form of Air Source Heat Pumps and PV panels to achieve a further improvement of 84.3% at the 'be green' stage).

Carbon offset

6.150 The above details, reviewed and supported by the Council's Carbon Management Officer, mean that this development is 'net zero carbon' in terms of its regulated operational emissions. It goes beyond requirements set out in Policies SI2 of the London Plan and SP4 of the Local Plan and a carbon offset payment is therefore not required.

Overheating

6.151 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.152 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with relevant criteria which the Carbon Management Officer has assessed. All rooms pass the overheating requirements. In order to pass this, various measures will be built, set

out in the assessment, such as glazing values, natural ventilation levels etc. This document would form part of the approved planning permission.

Overall sustainability and biodiversity

- 6.153 The Sustainability Statement sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, embodied carbon, energy and CO2 emissions and landscape design. The details are considered acceptable. The scheme also proposes living roofs, which would also be acceptable, and details of these would be secured in a condition attached the planning permission.
- 6.154 The development achieves an Urban Greening Factor of 0.407, which complies with the interim minimum target of 0.4 for residential developments in London Plan Policy G5. The biodiversity merits of the proposal are therefore acceptable.

Energy: conclusion

- 6.155 The scheme represents an exemplar scheme which not only satisfies, but exceeds, the requirements of relevant planning policy in this regard. Details of this energy approach and related aspects of the build will be secured by condition. Subject to this, the proposal is acceptable in terms of energy and sustainability.

Conclusion

- 6.156 The scheme delivers 9 residential units of an acceptable mix in a sustainable and accessible location. 7 units comprising all of Block A and part of Block B would be for social rent. 2 of the Block B houses would be for market sale.
- 6.157 The proposal follows the 'design-led' approach of planning policy which recognises the important role and contribution that small sites such as this can play towards meeting an identified need for additional housing in the borough. The number and make-up of these units capitalise on the opportunities and location of the site to bring forward and deliver 9 much needed homes, 7 of which would be affordable. In land-use terms, the proposal is strongly supported in principle.
- 6.158 The loss of non-designated open space given its function and character, is not significant, and outweighed by the provision of affordable housing.
- 6.159 The development would be of a high-quality design which responds appropriately to the local context. The development would not dominate the large areas of open space that would remain within the setting of Ramsey Court.

- 6.160 At three storeys and with a forward projecting bay, Block A would have a strong identity and presence on Park Road, sitting with the prevailing range of two to four storeys and architectural form of the street. While contemporary in design, its window proportions and brick materials would harmonise with its context. Likewise, Block B features houses of appropriate scale, form, and material finish which relate to the red brick terraced housing around them.
- 6.161 The proposal includes an associated comprehensive hard and soft landscaping scheme. Replacement planting would mitigate the loss of existing moderate-to-low quality trees with a greater number of trees as well as more plant diversity and other biodiversity improvements.
- 6.162 The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All units would have external amenity space. The layout and orientation of the buildings and separation distances to neighbouring properties are acceptable to protect the amenities of neighbouring occupiers.
- 6.163 The amount of traffic generated would not have a material effect on highway safety or on parking conditions. Cycle parking and accessible parking spaces would be provided in line with planning policy requirements.
- 6.164 Land contamination and flood risk are acceptable, subject to conditions to manage risk. The scheme would be 'net zero' in terms of carbon emissions and would be highly sustainable in terms of the building design, and energy efficiency measures.
- 6.165 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7. COMMUNITY INFRASTRUCTURE LEVY

- 7.1 Based on the information given on the plans, the Mayoral CIL charge will be £51,185.28 (848 sqm x £60.36) and the Haringey CIL charge will be £312,165.76 (848 sqm x £368.12 (Indexation included)). This will be collected by Haringey after/should the scheme is/be commenced 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. RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2021/3522

Applicant's drawing No.(s) 00100 PL01, 02103 PL03, 02104 PL03, 02105 PL03, 02101 PL_0321; PL_0220; PL_0001 REV.A; PL_0110; PL_0320; PL_0120; PL_0310; PL_0311; 1200 REV.A; 1001 REV.C; PL_1100 REV.A; PL_1101 REV.C; PL_1102 REV.F; PL_1103 REV.G; PL_1104 REV.G; 1000 REV.H; 2201 REV.B; 1201 REV.F; 1202 REV.F; 1203 REV.F; PL_2100 REV.D; 2200 REV.D; 3200 REV.C; PL_3101 REV.E; PL_3102 REV.E; PL_3103 REV.F; PL_3104 REV.F; PL_3100 REV.B; PL - 4200; 3202 REV.D; 3204 REV.A; 3203 REV.F; PL - 4100; 3201 REV.D;

Design and Access Statement; PHASE 1 ENVIRONMENTAL REPORT ref. 1890-P1E-1-C, REV.C; RIBA Stage 2 SuDS ref. 5571 - Ramsey Court - SuDS -2110-13nv; 'BSP' OUTLINE SCOPE OF WORKS FOR MECHANICAL AND ELECTRICAL SYSTEMS, ISSUE 2 dated 15/10/21; Sustainability Statement ref. 4412 - Ramsey Court - Sustainability Statement-2110-22dvQAmsRev4, Issue 4, dated 03/12/2; Energy Assessment ref. 4412-Ramsey Court-Energy Assessment-2112-03GKf, Issue 3, dated 03/12/21; Overheating Analysis ref. 5570-Ramsey Court-Overheating Risk-2109-27gk, Issue 1, dated 20/10/21; Bat Activity Survey, ref. 5572 - Ramsey Court - Bat Activity Survey - 2111-17rw, Issue 1, dated 17/11/21; Biodiversity Net Gain report, ref. 5572 - Ramsey Court - BNG - 2111-25gg v5, Issue 5, dated 25/11/21; Urban Greening Factor report, ref. 5572 - Ramsey Court - UGF - 2111-19mrf V4, Issue 4, dated 19/11/21; Air Quality Assessment. ref. 6429 - Ramsey court - Air Quality Assessment-2110-13nv, Issue 1, dated 13/10/21; Preliminary Ecological Appraisal, ref. 5572 - Ramsey Court - PEA - 2110-15mrf V2, Issue 3, dated 15/10/21; Arboricultural Impact Assessment and Arboricultural Method Statement, ref: RWKR108/001, October 2021; E21099/PNR/R1-B (Planning Noise Report) dated 13/10/21; 'TTP Consulting' Transport Note ref. 1-SK-JP-Transport Note, October 2021; Daylight and Sunlight Report (Within Development), dated 22/10/21; Daylight and Sunlight Report (Neighbouring Properties), dated 22/10/21'; Ecological Enhancements Plan dated 16/09/21

Subject to the conditions set out in Appendix 1.