

Planning Statement

Land at Partridge
Way, N22

London Borough of Haringey

July 2021

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1. INTRODUCTION

1.1 This Planning Statement is submitted in support of a planning application made by the London Borough of Haringey for the redevelopment of land on Partridge Way, N22 for residential use.

1.2 The description of development is as follows:

“Redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3), cycle and refuse/recycling storage facilities, car-parking and associated landscaping and public realm improvements including children’s play space. Relocation of existing refuse/recycling facility.”

1.3 In May 2018, Haringey Council committed to delivering a new generation of council homebuilding and the first step towards this, a thousand new council homes at council rents by 2022 – the first in Haringey for more than forty years. This Housing Delivery Programme is about transforming the lives of thousands of Haringey people. It will provide affordable, high quality, sustainable and secure homes of the right size to homeless households and to those on the Housing Register in the most urgent need. For many of those in greatest need, a council home also offers the only real chance of putting down roots in Haringey. The Council is to build as many of these new council homes itself, which can include ‘infill’ on existing estates, adding to existing buildings or using council land which until recently was used for other purposes.

1.4 All new Council homes built will be managed by Homes for Haringey who currently manage the Council’s existing stock.

1.5 This site, in the Council’s ownership was identified as part of the Council’s Housing Delivery Programme on account of its location, existing use and context. The site is in an accessible and established residential area and comprises of a hardstanding area and row of old garages.

1.6 Having regard to the Council’s corporate priorities and local planning objectives to deliver high quality sustainable development, the site is considered to be most appropriately used for residential purposes. The current proposals are for the erection of a nine-storey building to provide 23 apartments for council rent with associated landscaping and car parking. The application follows detailed pre-application engagement with the London Borough of Haringey and the local community. The resultant scheme is consequently a high-quality design that makes optimal use of the site, contributing to meeting London’s and the Borough’s housing requirements, and bringing about considerable improvements to the site and the locality generally.

1.7 The development proposed complies with local planning policies and in particular makes provision for affordable housing and improved amenity space and incorporates appropriate mitigation to safeguard neighbouring residential amenity. The key objective is to ensure that development sits comfortably on site, provides a mix of well-designed dwellings and enhances the appearance of and amenity of the local area.

1.8 The purpose of this Planning Statement is to identify and assess the scheme against relevant planning policy to assist the Council in its determination of the application. This is influenced by a description of the proposals; confirmation of the extent of pre-application engagement and liaison there has been with key stakeholders and the local community; identifying

planning policy at a national, regional and local level relevant to the consideration of the proposals; identifying relevant material considerations; and, providing a conclusion as to why the proposals are acceptable.

1.9 This Statement should be read in conjunction with the architectural plans/elevation drawings and the following documents which are submitted as part of this application, which has been agreed with officers through pre-application discussions that have been undertaken to date:

- Acoustic Report - MLM Consulting Engineers Limited.
- Air Quality Assessment - MLM Consulting Engineers Limited.
- Arboricultural Assessment and Tree Survey - Trevor Heaps Arboricultural Consultancy.
- Construction Logistics Plan - Paul Mew Associates.
- Design and Access Statement (DAS) - Pinchin Architects.
- Ecology Report - Indigo Surveys.
- Energy Statement - MLM Consulting Engineers Limited.
- Fire Statement - Socotec.
- Fire Safety Strategy Report - Socotec.
- Flood Risk and SUDs Assessment - Ellis and Moore Consulting Engineers.
- Landscape Strategy - ME Landscape Studio.
- Landscape Proposal - ME Landscape Studio.
- Overheating Assessment - MLM Consulting Engineers Limited.
- Planning Statement - London Borough of Haringey – Housing
- Preliminary Risk Assessment Desk Study and appendices - Jomas.
- Statement of Community Involvement (SCI) - London Borough of Haringey – Housing
- Sunlight and Daylight Report (Within) - Rights of Light Consulting.
- Sunlight and Daylight Report (Neighbouring) - Rights of Light Consulting.
- Sustainability Report - MLM Consulting Engineers Limited.
- Transport Statement - Paul Mew Associates.
- Draft Unilateral Undertaking - London Borough of Haringey – Housing.
- UXO Report - Jomas.
- Wind Microclimate Assessment - BRE.

1.10 The Statement is structured as follows:

- Section 2 - provides detail of the application proposals.
- Section 3 - describes the site and surrounding context.
- Section 4 - details briefly the planning history, pre-application and community engagement processes.
- Section 5 - provides an overview of the key national, regional and local planning policy and guidance and legislation relevant to the assessment of the proposed development.
- Section 6 - provides an assessment of the proposal against the and the key provisions of the Development Plan and other material considerations.
- Section 7 – briefly concludes on the key merits of the proposed development.

2. THE PROPOSED DEVELOPMENT

- 2.1 Full planning permission is sought for the re-development of the site for residential use (Class C3) with associated landscaping/public realm enhancements.
- 2.2 The intended approach, as indicated in the plans submitted is to secure a residential development which provides for a range of accommodation to meet local housing need in a manner that respects neighbouring residential amenity and the character and appearance of the surrounding area.
- 2.3 In detail, the application scheme comprises 23 new self-contained dwellings in a nine-storey building providing the following accommodation:

- 14 x one-bed two-person units
- 7 x two-bed four-person units
- 1 x two-bed three-person wheelchair unit
- 1 x two-bed four-person wheelchair unit

Total = 14 x one-bed units and 9 x two-bed units – 23 units.

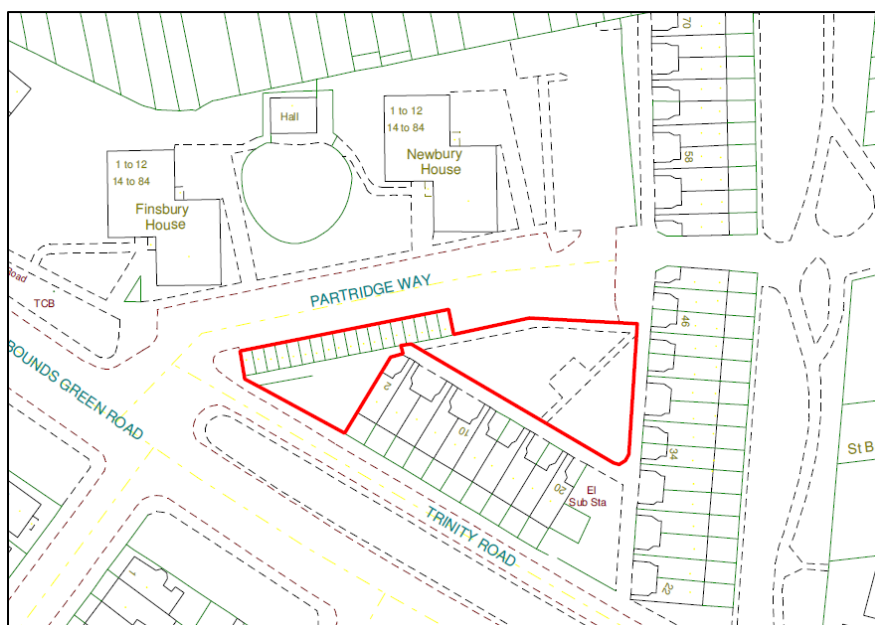
- 2.4 All residential accommodation sits above the ground floor which consists of a main entrance lobby, refuse/recycle store, cycle store, plantroom, cleaner's store, post room, two lifts and staircase to the upper floors. The proposed homes are all at least dual aspect and include balconies and comply with the relevant planning policy space standards. Cycle parking provision is also made in accordance with the necessary policy requirements and in addition storage for two mobility scooters with electric charging points is provided.
- 2.5 The proposals incorporate high-quality hard and soft landscaping around the perimeter of the building including planters, useable terraced areas, attractive permeable paving and boundary treatment. Further to the rear of the proposed building, two wheelchair accessible parking spaces are provided and suitably landscaped to serve the wheelchair accessible apartments with associated electric charging points.
- 2.6 Improvements are proposed to parts of the communal green spaces within Partridge Way including high-quality landscaping and a children's play area for the benefit of existing residents and those of the new development. These improvements are focused on the triangular space in the centre of Partridge Way but landscaping enhancements, including tree planting are also proposed elsewhere within the vicinity of the site, namely the grassed areas and verges on Trinity Road. Replacement recycling facilities currently adjacent the site will be conveniently provided and appropriately landscaping for use by existing residents.
- 2.7 The proposed development is planned and designed to respect the nature and character of the surrounding area and to optimise the use of the site for affordable housing having regard to its location, constraints and opportunities. In particular, the scale and form of the building reflects the triangular shape of this part of the site and the nature of the local built environment. It occupies most of the developable area and rises to nine-storeys to sit more elegantly on this prominent corner position whilst respecting neighbouring residential and visual amenity.
- 2.8 A two-storey plinth helps to ground the proposed building and reflect the scale of the adjoining two-storey houses and mark its main entrance onto Trinity Road. The building will

be constructed from high-quality masonry and incorporate framed balconies on each of its three corners and inset brick panelling and careful detailing. The simple articulation of the elevations seeks to complement the dynamic form and shape of the building.

- 2.9 A soft coloured and textured buff brick has been selected which picks-up on the varied materiality within the local area whilst presenting a contemporary appearance. The proposed windows and associated panelling and balcony railings will be darker in colour, providing contrast and visual interest to the building facades.
- 2.10 The development has sought to adopt a progressive approach to sustainability. The proposed building will have high levels of insulation and incorporate other features such as energy efficient heating and solar panels, that will keep running costs low whilst prevent overheating. It achieves a 64% improvement in CO2 emissions over the baseline requirements within the Building Regulations. It will be also constructed with responsibly sourced and environmentally friendly materials.

3. SITE AND SURROUNDING CONTEXT

- 3.1 The application site lies just to the north of Bounds Green Road on Partridge Way and Trinity Road, in the Bounds Green ward of Haringey (see plan below). It is situated mid-way between Bounds Green local centre and underground station to the north and Wood Green town centre and underground station to the south. Both centres are approximately 10-15 minutes' walk away along Bounds Green Road.
- 3.2 The site comprises two triangular shaped parcels of land – one measuring approximately 0.0483 ha, forms the corner of Partridge Way and Trinity Road, and the other is an area of green space measuring approximately 0.0791 ha further along Partridge Way.
- 3.3 The corner plot represents the developable area as part of this application and sits at the end of a terrace of post-war Council housing along Trinity Road. It is paved and open on its boundary with Trinity Road and accommodates a row of 18 garages fronting Partridge Way. A recycling bin facility is currently positioned on part of the pavement on its corner with Trinity Road. The remaining area of the site, subject to proposed landscaping improvements occupies communal green amenity space at the end of Partridge Way and serves the surrounding properties.
- 3.4 Partridge Way forms part of a post-war Council development of 203 properties comprising two large 15-storey tower blocks accommodating 84 flats each, and 35 two-storey terraced houses. A small single-storey community hall sits between the two towers in use a nursery with an external play area (Wood Green Pre-School Playgroup). Partridge Way features several grassed and landscaped spaces and approximately 71 parking bays serving the adjoining properties. The parking spaces comprise a row along the northern side of Partridge Way and court at its far end.
- 3.5 The developable part of the site sits opposite and to the south of the two tower blocks across Partridge Way and next to the row of terraces backing onto Trinity Road.



- 3.6 The wider urban area is characterised by a range of traditional and contemporary post-war residential development and non-residential buildings. These comprise of a wide variety of property types, sizes and architectural styles including rows of Edwardian houses opposite Bounds Green Road to the south and Victorian villas and terraces to the north and east, and further Council developments comprising houses and blocks of flats interspersed with amenity space and parking. Other buildings of note in the immediate area include Braemar Avenue Church to the south opposite Bounds Green Road, The Prince Public House and St. Barnabas Church to the south-east on Trinity Road and the Trinity Primary Academy just beyond. The surrounding area also features a range of public open spaces near the site, namely Finsbury Gardens, Trinity Gardens and Nightingale Gardens.
- 3.7 The application site has no formal planning policy designations. It should be noted however, that the Bowes Park Conservation Area lies to the north and north-east of the site and the Trinity Gardens Conservation Area to the south and south-east. The site is also in a Flood Zone 1 but not within a Critical Drainage Area and there are no protected trees present.
- 3.8 The Public Transport Accessibility Level (PTAL) of the site is 4/5, regarded as very good. Bounds Green and Wood Green underground stations are within a short walking distance from the site as are several bus stops serving 4 local bus services across the area. The nearest National Rail station are Alexandra Palace which is a 600-metre walk from the site to the south and Bowes Park, a similar distance to the north (approximately 10 mins walk).
- 3.9 The local area offers a wide range of retail and commercial facilities centred in and around Bounds Green and Wood Green centres, in addition to community related uses including nurseries, schools, leisure facilities and parks and open spaces.
- 3.10 The footpaths in proximity to the site are wide and in a good state of repair and the walk routes from the site to local public transport access points are straightforward. The site is near several cycle routes including a local cycle route with lane markings which runs along Bounds Green Road adjacent to the site and links Wood Green to Northumberland Park.

4. HISTORY

Planning history

- 4.1 The site has no planning history is of relevance to the current proposals. Historical data indicates that the site has remained unchanged since the development of Partridge Way in the early 1970's.

Pre-application engagement

- 4.2 Formal pre-application engagement has been undertaken with the Local Planning Authority (LPA) at the London Borough of Haringey (LBH). The application has been designed in response to the pre-application advice given. These discussions have been ongoing throughout the development of the proposals and up until the submission of the application with planning and design officers, a Quality Review Panel and following a public engagement exercise and Member briefings.
- 4.3 Full details of the engagement process are set out in the in the Statement of Community Involvement (SCI) and Design and Access Statement (DAS) that accompanies this submission.

Community engagement

- 4.4 The accompanying Statement of Community Involvement (SCI) details more specifically the Applicant's engagement with the local community including local residents, community groups and ward Councillors. The SCI outlines meetings that were held with stakeholders and the community and how their feedback has informed and shaped the proposed development.

5. PLANNING POLICY AND LEGISLATIVE OVERVIEW

Introduction

- 5.1 This Application has been informed by the adopted and emerging development plan policies and other relevant guidance. This section of the Statement provides a summary of the planning context, and the following sections provide an assessment of the application against the policies and guidance contained within these documents.

Statutory Framework

- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise. However, section 11 of the National Planning Policy Framework (2019) states that where the Development Plan is absent, silent or relevant policies are out of date, presumption should be in favour of sustainable development and planning permission should be granted, unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF) - 2019

- 5.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and supersedes the previous iterations. The Framework sets out the Government's approach to

planning matters and is a material consideration in the determination of planning applications.

- 5.3 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which is defined in paragraph 8 as incorporating economic, social and environmental objectives. The framework recognises the overwhelming need to accommodate and accelerate housing development and make more effective use of land and gives 'substantial weight' to the value of using suitable brownfield land for new homes. It emphasises that development proposals that accord with an up-to-date development plan should be approved without delay. Section 11 of the NPPF states that where the Development Plan is absent, silent or relevant policies are out of date, presumption should be in favour of sustainable development and planning permission should be granted, unless material considerations indicate otherwise.
- 5.4 The NPPF requires the efficient use of land in meeting the need for homes, making as much use as possible of brownfield land, and to consider whether it is desirable to maintain an area's prevailing character or promote change and regeneration. Decisions should not prevent or discourage appropriate innovation or change when they are well designed. Small to medium sized sites are to make an important contribution to meeting the housing requirement of an area and are often built out quickly. The NPPF promotes and supports the development of under-utilised buildings especially where the supply of land is constrained.
- 5.5 Paragraph 59 outlines that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 5.6 Paragraph 68 discusses the important contribution that small and medium sites can play and the speed in which they can deliver additional dwellings. Part C) specifically supports the development of windfall sites stating that decisions should give 'great weight to the benefits of suitable sites within existing settlements for homes'.
- 5.7 Paragraph 118 specifically promotes the development of underutilised land and buildings, 'especially where land supply is constrained, and available sites could be used more effectively'.
- 5.8 Paragraph 122 states that planning decisions should support the efficient use of land taking into account the needs for different types of housing, local market conditions, the capacity of local infrastructure and services, the desirability of maintaining an areas character or promoting its change and the importance of good design.
- 5.9 Paragraph 127 e) states that decisions should ensure that development optimises the potential of the site to accommodate and sustain an appropriate amount and mix of development.
- 5.10 The Development Plan for the Site comprises:
- The London Plan 2021 - Spatial Development Strategy for Greater London.
 - LBH Local Plan Strategic Policies 2013-2017 March 2013: Consolidated with alterations since 2017.
 - LBH Development Management Development Plan Document (2017) (DMDPD)

- LBH Policies Map (2017).
- 5.11 The adopted development plan is supported by Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG) at the regional and local level.
- 5.12 The Greater London Authority (GLA) has published a number of supporting documents that are relevant in the consideration of this Application. Of particular relevance are:
- Mayor's Affordable Housing & Viability SPG (2017);
 - Mayor's Housing SPG (2016);
 - Mayor's Sustainable Design and Construction SPD (2014);
 - Mayor's Shaping Neighbourhoods: Character and Context SPG (2014);
 - Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012);
 - Mayor's London Environment Strategy (2018);
 - Mayor's Planning for Equality and Diversity in London SPG (2007);
 - Mayor's Accessible London: Achieving an Inclusive Environment SPG (2004);
 - Mayor's Energy Strategy and Mayor's Draft Energy Assessment Guidance (2020);
 - Mayor's Carbon Offset Funds Guidance (2018);
 - Mayor's Control of Dust and Emissions during Construction and Demolition SPG (2014);
 - Mayor's Transport Strategy (2018); and Mayor of London Housing SPG (2016); and
 - Mayor of London Play and Informal Recreation SPG (2012).
- 5.13 At the local level, LBH has adopted a number of SPDs and Planning Policy Guidance Notes which are a material consideration in respect of the application. The documents of particular relevance in this instance are the following:
- LBH Planning Obligations SPD (2018); and
 - LBH Sustainable Design and Construction (2013).

The London Plan 2021

- 5.14 The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.
- 5.15 The following London Plan policies are of relevance to this application:
- **GG1** (Building strong and inclusive communities); **GG2** (Making the best use of land); **GG3** (Creating a healthy city); **GG4** (Delivering the homes Londoners need); **GG6** (Increasing efficiency and resilience); **Policy SD10** (Strategic and local regeneration); **Policy D1** (London's form, character and capacity for growth); **Policy D3** (Optimising site capacity through the design-led approach); **Policy D4** (Delivering good design); **Policy D5** (Inclusive design); **Policy D6** (Housing quality and standards); **Policy D7** (Accessible housing); **Policy D8** (Public realm); **Policy D11** (Safety, security and resilience to emergency); **Policy D12** (Fire safety); **Policy D14** (Noise); **Policy H1** (Increasing housing supply); **Policy H4** (Delivering affordable housing); **Policy H5** (Threshold approach to applications); **Policy H6** (Affordable housing tenure); **Policy H7** (Monitoring of affordable housing); **Policy H10** (Housing size mix); **Policy HC1** (Heritage conservation and growth); **Policy G1** (Green infrastructure); **Policy G4**

(Open space); **Policy G5** (Urban greening); **Policy G6** (Biodiversity and access to nature); **Policy G7** (Trees and woodland); **Policy SI 1** (Improving air quality); **Policy SI 2** (Minimising greenhouse gas emissions); **Policy SI 4** (Managing heat risk); **Policy SI 5** (Water infrastructure); **Policy SI 7** (Reducing waste and supporting the circular economy); **Policy SI 10** (Aggregates); **Policy SI 12** (Flood risk management); **Policy SI 13** (Sustainable drainage); **Policy T1** (Strategic approach to transport); **Policy T2** (Healthy Streets); **Policy T3** (Transport capacity, connectivity and safeguarding); **Policy T4** (Assessing and mitigating transport impacts); **Policy T5** (Cycling); **Policy T6** (Car parking); **Policy T6.1** (Residential parking); **Policy T7** (Deliveries, servicing and construction).

- 5.16 It is worth noting that Policy H1 of the London Plan which relates to the supply of housing seeks to see a step change in delivery on all suitable sites. Haringey's annual housing target set out in Table 4.1 of the Plan is 1,958 dwellings, which represents a 30% increase from the current target of 1,502 dwellings per annum. The Planning Inspector had found fault with the overall strategy and proposed to cut this to 1,592 dwellings per annum, which still represents an increase on the previous target and shows the need for LB Haringey to find sites to accommodate increased housing growth. The Policy envisages that this step change will come from various sources but, in particular, areas with existing or planned PTAL 3-6, areas within 800m of a station or town centre boundary, and through small housing development.
- 5.17 It highlights that delivering more affordable housing is a key strategic issue for London and Policy H4 - Delivering affordable housing, requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 5.18 The London Plan advises that to accommodate the growth identified in an inclusive and responsible way every new development needs to make the most efficient use of land by optimising site capacity. Policy D3 - Optimising site capacity through the design-led approach, seeks to ensure the form of development is the most appropriate for a site and land uses meet identified needs. It emphasises a design-led approach to optimising site capacity should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 5.19 Whilst high density does not need to imply high rise, the London Plan states that tall buildings defined as 6 storeys or 18 metres high, can form part of a plan-led approach to managing future growth, contributing to new homes and economic growth, particularly to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. It goes on to state that tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as its main centres of activity, and important street junctions and transport interchanges. Tall buildings that are of exemplary architectural quality, in the right place, can make a positive contribution to London's cityscape, and many tall buildings have become a valued part of London's identity.
- 5.20 The Mayor is committed to London becoming a zero-carbon city. Policy SI 2 - Minimising greenhouse gas emissions requires that Major development should be net zero-carbon. This

means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation.
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.
- 4) be seen: monitor, verify and report on energy performance.

- 5.21 The Policy highlights that Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either via a cash in lieu contribution to the borough's carbon offset fund, or through an alternative off-site provision.

Local Planning Policy

- 5.22 Local development plan policies for the site are contained within documents of the London Borough of Haringey's Local Plan. The main documents are the Strategic Policies Development Management Document (DPD), which sets out the long-term vision of how Haringey should develop by 2026 and the Council's strategy for achieving that vision, and Development Management DPD, which gives effect to the key objectives of Haringey's Strategic Policies by providing a clear framework for development and supporting proposals that contribute to the delivery of sustainable development. Both of documents were adopted in July 2017.

- 5.23 The following Local Plan policies Strategic are of relevance to this application:

- Strategic Policies DPD: **SP0** (Presumption in favour of sustainable development); **SP1** (Managing growth); **SP2** (Housing); **SP4** (Working towards a Low Carbon Haringey); **SP5** (Water Management and Flooding); **SP6** (Waste and recycling); **SP7** (Transport); **SP11** (Design); **SP12** (Conservation); **SP13** (Open space and biodiversity); **SP14** (Health and well-being).
- Development Management DPD: **Policy DM1** (Delivering high quality design); **Policy DM2** (Accessible and safe environments); **Policy DM3** (Public realm); **Policy DM4** (Provision and design of waste management facilities); **DM6** (Building heights); **Policy DM9** (Management of the Historic Environment); **Policy DM10** (Housing supply); **Policy DM11** (Housing mix); **Policy DM12** (Housing design and quality); **Policy DM13** (Affordable housing); **Policy DM19** (Nature Conservation); **Policy DM20** (Open space and green grid); **Policy DM21** (Sustainable design layout and construction); **Policy DM22** (Decentralised energy); **Policy DM23** (Environmental protection); **Policy DM24** (Managing and reducing flood risk); **Policy DM25** (Sustainable drainage systems); **Policy DM27** (Protecting and improving groundwater quality and quantity); **Policy DM28** (Protecting and enhancing watercourses and flood defences); **Policy DM29** (On-site management of waste water and water supply); **Policy DM31** (Sustainable transport); **Policy DM32**

(Parking); **Policy DM33** (Crossovers, vehicular access and adopting roads); **Policy DM48** (Use of planning obligations); **Policy DM49** (Managing the provision and quality of community infrastructure).

- 5.24 It is noted that the Council is currently in the process of preparing a new Local Plan. Formal consultation ran from 16th November 2020 until 1st March 2021. Haringey Council now plan to consult on the revised Draft Local Plan later in 2021 before preparing and consulting on a Proposed Submission Local Plan. This will then be submitted for examination by an Independent Planning Inspector. The Plan is not material however to the determination of this application given that it is at an early stage of production.

6. PLANNING ASSESSMENT

Introduction

- 6.1 This section provides an overview of main considerations in respect of the proposed development. It assesses the scheme against key adopted planning policy for the following elements:

- Principle of development
- Residential mix
- Housing tenure
- Quality of accommodation
- Design, townscape and heritage
- Landscaping/trees, public realm, amenity and play space
- Impact on neighbouring amenity
- Transport and parking
- Crime Prevention
- Sustainability and energy
- Refuse and recycling
- Other Environmental Considerations:
 - Air Quality
 - Noise
 - Ground conditions and contamination
 - Flooding and drainage
 - Ecology
- Planning obligations

Principle of development

Policy context

- 6.2 Paragraph 68 of the NPPF notes that small and medium size sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly.
- 6.3 The NPPF advocates policy that seeks to significantly boost the supply of housing and also requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing. There is a specific requirement for local planning authorities to maintain a supply of deliverable sites sufficient to provide

five years' worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market.

- 6.4 Policy H1 of the London Plan encourages Boroughs to meet their 10-year housing targets by optimising the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially in respect to sites with existing or planned PTALs of 3-6 or which are located within 800m of a station or town centre boundary.
- 6.5 Policy H2 of the London Plan states that small sites should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on small sites.
- 6.6 Policy SP2 of the Council's Strategic Policies DPD, revises the Borough's housing target to a minimum target per annum from 820 to 1,502 for the period 2015-2026.
- 6.7 Policy DM10 of the Council's Development Management DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.8 The Mayor of London and the Borough are keen to bring forward development which delivers high-quality affordable housing, optimises the use of previously developed land and maximises the benefits to the local community.

Assessment

- 6.9 The site is not covered by any specific planning policy designations.
- 6.10 The principle of residential use is acceptable in principle having regard to the current use of the site which comprises a row of old garages and vacant land in the Council's ownership in an established residential area. Paragraph 121 of the NPPF states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.
- 6.11 The site is in an area with a PTAL of 4/5 which is considered very good. In particular, the site is located within walking distance of two underground stations, two overground stations and two town centres in addition to wide range of local facilities and amenities. According to London Plan Policy H1 referenced above, this type of brownfield location is a key source of housing capacity.
- 6.12 Residential development on this site will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. This also aligns with the thrust of the London Plan which identifies a pressing need for more homes, especially on small sites as described in London Plan Policy H4.
- 6.13 The pre-application advice received from the Local Planning Authority confirms the principle of residential development is acceptable subject to all other material considerations.
- 6.14 The land at Partridge Way is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a

strategic need. The provision of 23 genuine affordable residential units will make an important contribution towards meeting Haringey's housing target and will assist in meeting much needed local housing need.

Residential Mix

Policy context

- 6.15 London Plan Policy H10 - Housing size mix, 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 applicants and decision-makers should have regard to a range of factors including 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.
- 6.16 While Strategic Housing Market Assessments cover the full range of needs between 2016 and 2041, the 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.
- 6.17 For low-cost rent, Policy H10 advises that boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of: 1) evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households 2) other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation 3) the impact of welfare reform 4) the cost of delivering larger units and the availability of grant.
- 6.18 Policy SP2 – Housing, of the Strategic Policies DPD, states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements.
- 6.19 Policy DM11 – Housing mix, of the Development Management DPD requires new residential development, including mixed-use schemes, to provide a mix of housing giving regard to individual site circumstances, the need to optimise housing output and the need to achieve mixed and balanced communities. In particular, it requires residential mix to have regard to site circumstances, character of surrounds, constraints and scale of development.
- 6.20 Policy DM11 also outlines that the Council will apply the London Plan policies on residential density in accordance with Policy SP2 but expects the optimum housing potential of a site to be determined through a rigorous design-led approach.

Assessment

- 6.21 The breakdown of the proposed accommodation mix is as follows:
- 14 x one-bed two-person units
 - 7 x two-bed four-person units
 - 1 x two-bed three-person wheelchair unit

- 1 x two-bed four-person wheelchair unit

Total = 14 x one-bed units and 9 x two-bed units – 23 units.

- 6.22 The mix has been determined by the site's physical constraints, its location close to public transport facilities and town centres, local housing need and viability.
- 6.23 The developable area of the application site is small and irregular in shape and presents a number of differing boundary conditions including a main road and neighbouring property. The form of the proposed building reflects the shape of the site to optimise the space available and avoids ground floor units to safeguard future residential amenity and provide service-related accommodation and plant. The floor plans are efficiently designed presenting two 2-bedroom wheelchair homes at first floor and three homes stacked on all upper floors. All homes are at least dual aspect, meet the required planning policy space requirements and provide useable and high-quality living space.
- 6.24 Having regard to neighbouring residential amenity, the varied nature of the surrounding townscape and the site's prominent corner position and limited size, the proposed development takes the opportunity to present a taller building thereby again optimising in a considered way the level of affordable accommodation.
- 6.25 The proposed development 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. The Programme is part funded by the GLA and is informed by the Local Plan and the Council's corporate Housing Strategy. It aims to address the Council's housing waiting list through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.26 The housing density has been determined through a design-led approach which has resulted in three housing typologies proposed on site. The layout and scale of the proposed development and the nature of accommodation is delivered in direct response to an optimal design solution to the constraints presented.

Housing tenure

Policy context

- 6.27 It highlights that delivering more affordable housing is a key strategic issue for London and London Plan Policy H4 - Delivering affordable housing, requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.28 Local Plan policy SP2 - Housing, 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 minimum target including securing the provision of affordable housing.
- 6.29 Policy DM13 - Affordable housing, in Haringey's Development Management DPD states that the Council will seek the maximum reasonable amount of affordable housing provision when

negotiating on individual private residential and mixed-use schemes with site capacity to accommodate more than 10 dwellings.

Assessment

- 6.30 The proposed development provides accommodation for Council rent and forms part of the Council's Housing Delivery Programme which seeks to deliver new affordable housing across the Borough as referred to earlier. The Programme is part funded by the HRA and the GLA and aims to address the Council's housing waiting list through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding. The 23 proposed council homes will make an important contribution to the provision of genuinely affordable homes within the Borough.
- 6.31 It should also be noted that the site is located within an established residential area accommodating a significant range of tenures including private rent, owner-occupier and council. It is not considered that the proposed development of 23 council rented homes will affect the balance of tenure across the local community.

Quality of accommodation

Policy context

- 6.32 The Nationally Described Space Standards set out the minimum space requirements for new housing.
- 6.33 London Plan Policy D6 – Housing Quality and standards, states that housing development should be of high-quality design and provide adequately-sized rooms and storage space with comfortable and functional layouts which are fit for purpose and meet the needs of residents without differentiating between tenures. It emphasises that qualitative aspects of a development are key to ensuring successful sustainable housing and that housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. It requires that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 6.34 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.
- 6.35 Haringey Policy DM12 – Housing design and quality, of the Development Management DPD seeks all new housing and residential extensions to be of high quality, considering the privacy and amenity of neighbouring uses and requires the minimum national space and London Plan standards to be met.

Assessment

- 6.36 The proposed homes have been designed to comply with or exceed the standards set out in the national and London Plan space standards and the Council's own Housing Employers Requirements. The development achieves the following standards:

- All dwellings achieve compliance with Building Regulations M4 (2) and 10% of units achieve M4 (3) compliance.
- All dwellings achieve or exceed minimum space standards set by policy including external amenity space.
- All dwellings are at least dual aspect.
- All dwellings have a minimum floor to ceiling height of 2.5m.
- All dwellings are well laid out to provide useable living spaces.
- Sufficient space for storage is provided in each dwelling in accordance with policy.
- The development is designed to be sustainable with the proposed accommodation providing efficient means of heating, high levels of insulation, sunlight/daylight and ventilation.
- Sufficient space is provided for cycle parking and refuse/recycling storage in accordance with policy.
- Sufficient provision is made for children's play space.
- Car parking provision is made for the two wheelchair accessible homes.

6.37 The position of each residential unit has been carefully considered in relation to boundary conditions, outlook, light and orientation to maximise the quality of the accommodation.

Design, townscape and heritage

Policy context

- 6.38 The NPPF states that good design is a key aspect of sustainable development indivisible from good planning and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles of particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. Paragraph 58 requires proposals to function well and add to the overall quality of the area, establish a strong sense of place, and respond to local character and history without stifling appropriate innovation. It also seeks visually attractive development and paragraph 60 sets out that decisions should seek architectural styles, innovation, originality and local distinctiveness.
- 6.39 The London Plan emphasises the importance of good design process and scrutiny. Policy D4 - Delivering good design, states that the design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process.
- 6.40 For residential development the London Plan states that it is particularly important to scrutinise the qualitative aspects of the development design described in Policy D6 - Housing quality and standards. The higher the density of a development the greater this scrutiny should be of the proposed built form, massing, site layout, external spaces, internal design and ongoing management. It goes on to say that this is important because these elements of the development come under more pressure as the density increases. The housing minimum space standards set out in Policy D6 help ensure that as densities increase, quality of internal residential units is maintained.
- 6.41 Paragraph 3.6.1 of the London Plan states that 'For London to accommodate growth in an inclusive and responsible way every new development needs to make the most efficient use of land. This will mean developing at densities above those of the surrounding area on most

sites. The design of the development must optimise housing density. A design-led approach to optimising density should be based on an evaluation of the site's attributes, its surrounding context and capacity for growth and the most appropriate development form, which are determined by following the process set out in Policy D2 Delivering good design. Policy H1 Increasing housing supply, Policy H2 Small sites and Policy H3 Monitoring housing targets set out requirements for increasing housing supply across London.'

- 6.42 London Plan Policy D9 - Tall buildings, states that tall buildings are based on local context and that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Its supporting text explains that generally tall buildings are substantially taller than their surroundings and cause a significant change to the skyline.
- 6.43 Policy D9 goes onto state that development proposals should address the following impacts:
- 1) visual impacts:
 - a) the views of buildings from different distances:
 - i long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views;
 - ii mid-range views from the surrounding neighbourhood – particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality;
 - iii immediate views from the surrounding streets – attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.
 - b) whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.
 - c) architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.
 - d) proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area.
- 6.44 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development provides a coherent, legible, inclusive and secure environment is achieved. It advises that, through scale, material, massing and building type, development should take account of the existing character and urban grain of a place and build on its positive elements.
- 6.45 Policy SP11 – Design, of the Councils' Strategic Policies DPD states 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. To achieve this the Policy states that all development shall:

- Ensure impacts on health, climate change, natural resources and biodiversity are minimised by adopting and improving sustainable design and construction techniques;
- Incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion; creating well-connected and high-quality public realm that is easy and safe to use; and by applying the principles set out in 'Secured by Design' and Safer Places;
- Promote high quality landscaping on and off site, including improvements to existing streets and public spaces;
- Seek the highest standards of access in all buildings and places; and
- Ensure buildings are designed to be flexible and adaptable – and able to integrate services and functions.

- 6.46 Policy SP12 – Conservation, of the Council's Strategic Policies DPD requires new development to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.47 Policy DM1 – Delivering high quality design, of the Development Management DPD states that all new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.48 Policy DM6 – Building Heights, 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. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, meeting prescribed design requirements. The supporting text states that this policy will deliver the Council's objectives for 'Tall and 'Taller' buildings alongside the Strategic Policies Local Plan. It goes on to explain that 'Taller' buildings are defined as those that are two to three-storeys higher than the prevailing surrounding building heights. It also highlights that Tall buildings are defined in the Strategic Policies Local Plan as being buildings 10 storeys and over and that Taller buildings are not Tall buildings.
- 6.49 Policy DM9 - Management of the Historic Environment, states that development should sustain and enhance the significance of heritage assets.

Assessment

- 6.50 From the beginning of the development design process, the scheme has been led by these overarching policy design principles, to reflect the Council's design objectives for the redevelopment of the site. The design of the proposals has evolved as a result of an iterative design process and engagement with the Council, local stakeholders and the community. The proposals have been informed by a contextual analysis of the area and were considered and developed through pre-application engagement with the Local Planning Authority and the Quality Review Panel. The Design and Access Statement accompanying the planning application sets out the approach taken and the rationale behind the design of the proposed scheme.

- 6.51 The design of the proposed development seeks to optimise the potential of the site to deliver high-quality affordable homes having regard to neighbouring residential amenity and the character and appearance of the surrounding area. The approach has been based on a comprehensive analysis of the constraints and opportunities presented by the site and the nature of its immediate environs and the wider urban context.
- 6.52 The site sits on a prominent corner adjacent a main arterial road in an accessible and established residential area. Partridge Way comprises two substantial 15-storey council tower blocks and low-rise housing and the surrounding area also accommodates a varied built environment. Traditional housing and further post-war residential developments feature locally in addition to a range of non-residential buildings, public realm and open spaces.
- 6.53 In seeking to make the most efficient use of the site and present an appropriate form of development, a number of layout and massing options were considered during the pre-application process. These were informed by studies covering matters such as visual/townscape impact, sunlight/daylight and wind and advice received from the Local Planning Authority including the Quality Review Panel.
- 6.54 A development comprising a single building of nine-storeys was taken forward as the preferred option and for the purposes of public engagement. A taller building was considered appropriate as it reflects the location and nature of the site, respects neighbouring residential amenity and optimises the opportunity presented.
- 6.55 The proposed form of development has been considered having regard to both the site's immediate context and the wider built environment. The proposed building sits at the end and to the north of a row of two-storey houses and between and in front of significantly higher and more substantial tower blocks on a main road frontage. Its scale and form seek to strike a balance between the existing 15-storey blocks and low-rise two-storey property that characterise Partridge Way, whilst also marking this prominent corner site and establish a relationship with Bounds Green Road. It has also been carefully planned and modelled to follow the urban grain; break down its apparent height and mass; respect the proportions of the neighbouring houses and create an appropriate interface with the street. The triangular footprint of the building enables its form to respond positively to its context by addressing the corner plot and aligning sensibly with neighbouring buildings. Its two-storey plinth assists in grounding the building, reflects the scale of the adjoining houses and marks its main entrance onto Trinity Road.
- 6.56 The architectural treatment and materiality of the proposed building have been considered carefully alongside its form and massing throughout the design process. The building will be constructed from high-quality masonry, and this has been critical to the overall design approach. In addition to the plinth, the proposed building incorporates framed brick balconies on each of its three corners which help define its general form and profile. The architectural approach is completed with the use of carefully proportioned fenestration, spandrel panelling and recessed and projecting brick detailing and coursing. This arrangement respects the scale of the building and enhances its character and presence in the townscape. The simple and ordered articulation of the elevations are considered to appropriately complement the dynamic form and shape of the building.
- 6.57 A soft coloured and textured buff brick has been selected which picks-up on the varied materiality within the local area whilst presenting a contemporary appearance. The

proposed windows and associated panelling and balcony railings will be darker in colour, providing contrast and visual interest to the building facades.

- 6.58 The height, form and massing of the proposed building and its architectural treatment is critical in relation to how it fits into its immediate context and in relation to neighbouring property, but it is also important to consider how it appears within the wider urban setting. As mentioned earlier and detailed in the Design and Access Statement (DAS), the surrounding context of the site is diverse ranging from traditional two-storey fine grain housing to large post-war developments comprising low and high-rise residential accommodation. A large number of non-residential buildings including schools, churches and other institutions are also present, as are several green open spaces in close proximity to the site, which contribute significantly to the character of the area. It should be noted that Bounds Green Road forms a key feature in the landscape running past the site linking Bounds Green and Wood Green town centres nearby.
- 6.59 The nature of the wider area is also defined by the two local Conservation Area designations. The Bowes Park Conservation Area covers a substantial area to the north and north-east of the application site, and the Trinity Gardens Conservation Area, situated to the east and south-east of the application site.
- 6.59 The proposed development has been considered carefully to ensure it respects the character and appearance of the surrounding area having regard to the relevant planning policy and guidance noted above. The proposed building sits on a prominent corner adjacent a wide urban road and against a backdrop of two significantly higher and more substantial tower blocks. The wider area features a variety of building types and styles and there are no strategic or locally protected views, or statutorily or locally listed buildings in the vicinity of the site which will be harmed by the height or design of the proposed building.
- 6.98 The proposed development will assist in creating a noticeable sense of place and add interest to the streetscape, enhancing the function and legibility of the area. It will deliver a high-quality scheme to complement the existing townscape and have limited visual impact from medium and long-range views across towards the site.
- 6.99 Given the benefits of the scheme, and the informed approach to height, bulk and massing it is considered that the proposals accord with the key objectives of the London Plan and Local Plan.

Landscaping/trees, public realm, amenity and play space

Policy context

- 6.59 The application site is split into two parts. The developable portion comprises an area of paving and a row of old garages on a prominent road frontage and the remaining part is currently green communal amenity space within Partridge Way serving the adjoining residential estate. The existing area of hardstanding and garaging on the corner is considered to detract from the quality of the local environment whilst the communal green space presents an opportunity to enhance this amenity for the benefit of existing residents and those of the proposed new homes.
- 6.50 London Plan Policy G4 - Open space, aims to “promote the creation of new areas of publicly-

accessible open space” as well as “enhance open spaces to provide a wider range of benefits for Londoners”. Policy G5 - Urban greening, sets out that major development proposals need to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Boroughs should develop an Urban Greening Factor (UGF) with a target score in the interim of 0.4 for predominantly residential developments.

- 6.51 London Plan Policy G6 - Biodiversity and access to nature, aims to manage impacts on biodiversity and aim to secure biodiversity net gain.
- 6.55 London Plan Policy S4 - Play and informal recreation, outlines the need to provide new play facilities as part of development proposals. It also states that at least 10m2 of play space per child should be provided that: a) provides a stimulating environment; b) can be accessed safely from the street by children and young people independently; c) forms an integral part of the surrounding neighbourhood; d) incorporates trees and/or other forms of greenery; e) is overlooked to enable passive surveillance, and; f) is not segregated by tenure.
- 6.55 Haringey’s Local Plan Policy SP11: Design, aims to promote high quality landscaping on and off-site including improvements to existing streets and public spaces”. The scheme proposes improvements to the existing footpath at the junction of Partridge Way and Trinity Road, as well as improvements to the nearby open space.
- 6.55 Policy SP13: Open Space and Biodiversity, provides policy on the following: protecting and improving open space; providing opportunities for biodiversity and nature conservation (including green and brown roofs, green walls and bird and bat nesting/roosting opportunities); protection of existing trees and the planting of new trees where appropriate; and the provision of informal and formal play space to meet the minimum of 3m2 per child, with the aspirational target of 10m2 per child (as set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal Recreation).
- 6.55 Policy DM1 - Delivering High Quality Design of the Development Management DPD, requires proposals to demonstrate how landscape and planting are integrated into the development expects development proposals to respond to trees on or close to a site, whilst Policy DM21 of the expects proposals to maximise opportunities to enhance biodiversity on-site, including through appropriate landscaping, Sustainable Drainage Systems, living roofs and green walls.

Assessment

- 6.55 The application proposes the redevelopment of the existing area of hardstanding and garages to provide new high-quality affordable housing. Having regard to the nature of this existing part of the site, the new building is considered to represent a significant improvement to the character and appearance of the built environment. Together with a series of high-quality landscaping interventions, the development will enhance the visual and residential amenity of the immediate area and the use of the public realm.
- 6.55 The scheme proposes improvements to the existing footpath at the junction of Partridge Way and Trinity Road, including the relocation of existing recycling bins on the corner, in addition to the provision of a new footpath along Partridge Way leading to the existing communal amenity space nearby to the rear. A range of landscaping improvements, including the provision of a new children’s play space are proposed in this area for benefit of

existing and future residents and to enhance the appearance of Partridge Way and local biodiversity.

- 6.55 New tree, shrub and groundcover planting and seating in this area will provide a more attractive green and useable space and a broader range of habitats and ecological opportunities. Whilst sufficient space exists to incorporate a new play area in accordance with planning policy guidance, as part of a comprehensive and complementary landscaping strategy, the application proposes natural play elements (play boulders, logs and possibly a mound) to cater for children up to 11 years of age only. This provides a centrally located 'door-step' type space with a travel distance of approximately 50 metres from the proposed new homes and is a facility that existing children can also use. It is expected that older children (12-15 years) and young adults would use the surrounding open space, play and sports facilities targeted at these age groups that exist within convenient and safe walking distance from Partridge Way.
- 6.55 The proposed development does not remove any existing trees on-site. However, in seeking to enhance the setting of the development and the public realm within the vicinity of the site, in addition to promoting biodiversity, the application proposes to plant more trees on the opposite corner of Partridge Way and along the verge to Bounds Green Road. The new and relocated bin store adjacent to Finsbury House will also be screened with new trees. In total, approximately 24 new trees are proposed to be planted locally and the precise nature and position of these will be agreed with Haringey's Tree Officer.
- 6.55 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. Based on these surface types, the proposals deliver an UGF of 0.456, which is above the requirement for residential development of 0.4 as set out in London Plan policy.

Impact on neighbouring amenity

Policy context

- 6.55 The proposed development has been carefully designed having regard not only to the living conditions associated with the new accommodation but critically in relation to neighbouring residential amenity, and specifically in respect to safeguarding the outlook, privacy and light enjoyed by residents of adjoining property.
- 6.55 The NPPF states that good design is a key aspect of sustainable development indivisible from good planning and should contribute positively to making places better for people. The London Plan emphasises the importance of a robust design process to secure high-quality and responsive development.
- 6.55 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.

- 6.55 Policy DM1 - Delivering High Quality Design, of the Development Management DPD outlines that development proposals must ensure a high standard of privacy and amenity for the development users and neighbours. The Council will support proposals that:
- Provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land;
 - Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development; and
 - Address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.
- 6.55 Supporting paragraph 2.10 of the Development Management DPD, states that the design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings and ensure that adjoining land or properties are protected from unacceptable overshadowing.
- 6.55 Policy DM12 – Housing Design and Quality, requires new housing to take account of the privacy of neighbouring uses.

Assessment

- 6.55 The proposed building is positioned between and to the south-east of two large 15-storey tower blocks at Finsbury House and Newbury House, across Partridge Way. At its nearest point, it is over 15m and 25m respectively from the corners of each these blocks, which sit at a slight angle opposite. The building is also over 40m from the nursery facility which is sat at the back between the existing towers. The position, distance and scale of the proposed development in relation to these neighbouring buildings ensures that a reasonable outlook will be retained for existing residents and users of the nursery facility, whether that be looking towards the new building, to each side or over. In relation to the adjoining two-storey terraces on Partridge Way the proposed building stands over 2m north-west from the flank elevation of the nearest property and effectively extends the existing building line. The outlook from the frontage of these properties is not affected and whilst the nearest corner of the proposed building will be visible from the rear gardens, it would not affect outlook in a detrimental way.
- 6.55 In a similar way, the layout and form of the proposed building have been designed to prevent unacceptable levels of overlooking by placing non-habitable areas such as the communal lift and the stair core on its north-western elevation facing across to Finsbury House and Newbury House and the nursery facility. The proposed balconies are framed and their openings on this side of the building are smaller to again limit the potential for overlooking. The south-east elevation facing the adjoining two-storey terrace has been designed with a minimum number of secondary habitable room windows to mand overlooking the balconies on this side terraces incorporate louvres to restrict views out.
- 6.55 The design of the proposed development has also been informed by careful sunlight and daylight analysis to ensure that neighbouring properties, including the nursery receive sufficient sunlight and daylight. The study which accompanies this submission and prepared by Rights of Light Consulting assessed the impact of the development on the light receivable by the neighbouring properties at 1 Northcott Avenue, 1 to 84 Finsbury House, 1 to 84 Newbury House, 2, 4, 6, 8, 10, 12 & 14 Partridge Way, 2 Cornwall Avenue, Seventh Day Adventist Church and Wood Green Pre School Playgroup.

- 6.55 All neighbouring windows (that have a requirement for daylight or sunlight) pass the relevant BRE daylight and direct sunlight tests. The development also passes the BRE standards in relation to the overshadowing of gardens and open spaces.
- 6.55 There is a degree of non-compliance with the BRE criteria, limited to the Vertical Sky Component (VSC) test in respect to four windows on Finsbury House (see Daylight and Sunlight Study - Neighbouring Properties report). Having regard however to the overall very high level of compliance with the BRE recommendations, and the mitigating factors, the proposed development is considered acceptable in terms of its impact on existing daylight and sunlight levels received by neighbouring properties.

Crime Prevention

Policy Context

- 7.140 London Plan Policy D3 - Optimising site capacity through the design-led approach, states that development proposal should achieve safe, secure and inclusive environments.
- 7.141 Policy SP11 – Design, of the Strategic Policies DPD, requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply ‘Secured by Design’ and Safer Places principles.
- 7.142 Policy DM2 – Accessible and safe environments, of the Development Management DPD, seeks to ensure that new developments have regard to the principles set out in ‘Secured by Design’.

Assessment

- 7.143 The Metropolitan Police have assisted the proposed scheme in relation to seeking to create a safer environment for the future residents of the development and wider community. A Metropolitan Police Constable and Designing Out Crime Officer was consulted, and the advice received has been adhered to in the design of the development.
- 7.144 The submitted Design and Access Statement provides information on the way the proposed development seeks to enhance security through the design of the building and treatment of the public realm. The design has been influenced by the ‘Secure by Design’ principles and in doing so seeks to design out crime.
- 7.1 The Metropolitan Police were satisfied with the proposals and concluded the scheme would achieve a Secured by Design Silver Award accreditation. With additional detail provided at the technical stage, a Gold Award accreditation could be achieved. The proposal therefore will achieve a minimum standard of a SBD Silver Award, with the aspiration to achieve an SBD Gold Award.

Sustainability and Energy

Policy Context

- 6.55 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.
- 6.55 The NPPF establishes a presumption in favour of sustainable development. It requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.55 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.
- 6.55 Local Plan Policy SP4 - Working towards a Low Carbon Haringey, of the Strategic Policies DPD requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Policy SP11 - Design, requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.55 Policy DM1 - Delivering High Quality Design, of the Development Management DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles. Policy DM21 - Sustainable Design, Layout and Construction, expects new development to consider and implement sustainable design, layout and construction techniques. Proposals should minimise energy use, limit the potential for overheating and therefore reliance on mechanical air conditioning systems, where possible use building materials with high environmental performance ratings and seek locally sourced labour.

Assessment

- 6.55 The Energy Statement prepared by MLM Consulting Engineers Limited, demonstrates that consideration has been given to sustainable design principles throughout the designing of the proposed scheme. The building is designed to minimise its environmental impact through various means and make the fullest contribution to minimising carbon dioxide emissions in line with the prescribed energy hierarchy.
- 6.55 The scheme achieves a 64% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L1A. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance.
- 6.55 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing, efficient systems, air source heat pumps and PV Panels are specified to maximise carbon savings for the site.
- 6.55 An Overheating Assessment, also prepared by prepared by MLM Consulting Engineers Limited, accompanies this submission and details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. All

weather files for London Weather Central have been run to check compliance. Due to the noise risk, mechanical purge ventilation with tempered air has been used to mitigate overheating and optimise all the spaces in the building. All rooms are shown to provide a good level of thermal comfort for new residents.

- 6.55 Overall, the proposed development has been designed to be in line with the policies set out by the London Plan and the London Borough of Haringey Local Plan in respect to sustainability and energy performance.

Transport and parking

Policy context

- 6.55 The proposed development seeks to deliver new affordable housing in an accessible and established residential area. The scheme is intended to be car-free and will incorporate a range of sustainable travel planning measures.
- 6.55 The NPPF notes that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It also highlights that transport strategies need to be considered and should be balanced in favour of sustainable transport modes, for movement of goods or people.
- 6.55 Paragraph 109 of the NPPF states: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” It continues in Paragraph 110 “within this context, applications for development should: Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”.
- 6.55 London Plan Policy T1 - Strategic approach to transport, sets out the Mayor’s strategic target for 80 per cent 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.
- 6.55 Policy DM31 – Sustainable transport, of the Development Management DPD, requires development with high trip generations to be located where public transport accessibility is high and car parking is minimised. The Council will also require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds.
- 6.55 Policy DM32 – Parking, of the Development Management DPD relates to parking and states that development proposals will be assessed against parking standards (both car and cycling) in the London Plan. The use of car club schemes as an alternative to on-site car parking is encouraged and proposals for development with limited or no on-site parking will be supported subject to meeting the following:
- a. There are alternative and accessible means of transport available;
 - b. Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;
 - c. A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the

- d. development;
- e. Parking is provided for disabled people; and
- f. Parking is designated for occupiers of developments specified as car capped.

6.55 Policy DM33 – Crossovers, vehicular access and adopting roads, sets out the requirements for new vehicular access to be supported. It states that any proposal should not result in: a reduction in pedestrian or highway safety; a reduction of on-street parking capacity within a CPZ; or, a visual intrusion to the street scene.

Assessment

- 6.55 The site is located with easy access to a range of local amenities, has a PTAL of 4/5 and good pedestrian and cycle links.
- 6.55 The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply Monday to Saturday 8am to 6.30pm.
- 6.55 A trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services. Parking surveys have revealed that the average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area, was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces. Based on the worst-case assessment that 18 cars will be displaced from the current site, as a result of the demolition of the existing 18 garages, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. In reality, some of the current 'lock-up' garages may be vacant or used for storage.
- 6.55 The Local Plan and London Plan set out that residential developments in PTAL 4 and 5 areas should be car free. It is proposed that the proposed development will be car-free in that no on-site parking is provided (other than 2 wheelchair bays), and permit-free in that residents would not be permitted to apply for on-street parking permits. Under this car-free / permit-free scenario, the development would not increase overnight parking stress on Zone WG Permit holder spaces above the level described above for the worst-case displacement of 18 cars from the current site.
- 6.9 Cycle parking arrangements for the proposed development are in accordance with planning policy requirements. There will be one secure communal cycle store within the proposed building with space for 39 cycles and two mobility scooters. Visitor cycle parking is also provided, and new communal cycle storage hangars will be located appropriately within the adjoining development for the benefit of existing residents.
- 6.10 A Travel Plan forms part of the planning submission and residents will be encouraged to travel by more sustainable means having regard to the site's accessible location. Residents will also be able to take up 'free' car club membership.

Refuse and Recycling

Policy Context

- 7.174 Policy D6 - Housing quality and standards, of the London Plan requires suitable waste and recycling storage facilities in all new developments.
- 7.175 Policy SP6 – Waste and recycling, of the Strategic Policies DPD requires well designed recycling facilities to be integrated into all new developments.
- 7.176 Policy DM4 – Provision and design of waste management facilities, of the Development Management DPD requires all proposals to make on-site provision for general waste and separate recycling provision. Consideration should also be given to the sustainable management of waste during design, construction and occupation of development.
- 7.177 Further guidance of waste and refuse is set out in Haringey's Sustainable Design SPD and its Waste Management Services guidance note.

Assessment

- 7.178 The waste storage arrangements are set out in the Design and Access Statement and Transport Statement.
- 7.179 Provision will be made for residents to separate their refuse and recycling within each unit, with food waste also stored separately. There will be one communal secure bin store with seven Euro-bins for both general and recyclable waste and a smaller food-waste bin. The refuse facilities proposed are in accordance with Haringey policy requirements and design guidance. Access to the bin store for residents will be via the internal corridor at ground floor level. Waste removal will be via a locked external door, accessed from the pavement on Partridge Way.
- 7.1 Bins will be collected from Partridge Way as part of existing refuse collection schedules. Bins will be within the industry standard bin transfer distance of 15m from kerbside to refuse vehicle. The proposed scheme will not affect the ability of refuse or servicing vehicles from entering, exiting and turning in Partridge Way
- 7.1 A current recycling store for Finsbury House, which is located adjacent to the site, would be moved to a position adjacent to Finsbury House and screened by landscaping.
- 7.180 The waste storage and collection arrangements satisfy the relevant local planning policy requirements and guidance.

Other Environmental Considerations

- 7.120 At all policy levels there is a requirement to prevent unacceptable harm to amenity arising from new development. Paragraph 170 of the NPPF seeks to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution.

3.1` This section briefly reviews the following environmental issues in relation to the proposed development:

- Air Quality
- Noise
- Flood Risk and drainage
- Ground Conditions and Contamination
- Ecology

Air Quality

9.1 The Council seeks to improve air quality across the borough. Local Plan Policy DM23 - Environmental Protection, of the Development Management 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.

5.1 An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use in this regard and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

Noise

3.1 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.

5.72 Local Plan Policy DM23 - Environmental Protection, of the Development Management DPD states 'the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.'

5.44 The proposals have been designed to ensure that there is no unacceptable impact on the amenity of surrounding properties or future residents of the development in relation to noise. The application is accompanied by an Acoustic Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development.

Flood Risk and Drainage

6.4 Local Plan Policies SP5 - Water Management and Flooding (Strategic Policies DPD) and DM24 - Managing and Reducing Flood Risk (Development Policies DPD), seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.

4.6 A Flood Risk Assessment has been carried out for the site which highlights it as being in a Flood Zone 1 and concludes that the risk of flooding is low. It demonstrates that the effect of the proposed development on off-site flood risk is also low and that there is decrease of surface water run-off rates and run-off volume as a result of the development.

- 6.4 The approach taken for the drainage of all new surfaces is to create a management train from run-off source to site outfall, incorporating attenuation and treatment wherever possible. The proposal is to use permeable paving and to use threshold drainage installed on entrances to the building.

Ground Conditions and Contamination

- 6.9 Policy DM23 – Environmental protection, of Development Management DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.1 A desk study preliminary risk assessment has been carried and which has identified a number of potential sources of contamination including:
- Contaminated ground associated with previous site use (roadway / verge, lock-up garages)
 - Potential for Made Ground associated with previous development operations
 - Potential asbestos containing materials within existing buildings
- 6.1 The risk of contamination identified in the report is moderate to low. Due to the potential presence of asbestos containing materials, it advises that an asbestos survey should be undertaken, with any asbestos containing materials found, removed under suitably controlled conditions. It goes onto state that there should be no risk to end users from asbestos if the potential asbestos containing materials are removed by suitably qualified and experienced specialists. It also recommends that an intrusive investigation is undertaken to clarify potential risks to the identified and assess the extent of made ground soils present at the site.
- 6.1 In respect to potential geological hazards, the report states that existing hardstanding and foundations will need to be removed and grubbed out ahead of the development. It highlights that the clearance of the site, including removal of foundations and services is likely to increase the depth of Made Ground on the site. Foundations therefore should not be formed within Made Ground or organic rich material (e.g. Topsoil) due to the unacceptable risk of total and differential settlement. The reports advises that foundations must be designed so as not to load nor undermine adjacent boundary walls and buildings. The presence of Made Ground derived from demolition material may be a source of elevated sulphate, associated with plaster from the previous structures. If such levels are noted, then sulphate resistant concrete may be required.
- 6.1 The report recommends that a geotechnical investigation is carried out to inform foundation design in addition to a UXO Risk Assessment.
- 6.2 Based on the conclusions of this report a desktop study for potential historic Unexploded Ordnance (UXO) contamination was undertaken. The scope of the assessment was to assess the likelihood of buried EO/UXO within the environs of the site and to evaluate the implications from UXO contamination during any future intrusive land use.
- 6.3 The main sources of UXO contamination that have been researched for the site are:
- Air delivered ordnance bombs and sub-munitions/incendiaries
 - Anti-Aircraft Ammunition (AA)
 - Explosive or Munition Factories
 - Military Usage

- 6.4 The assessment highlights that the nearest bomb strike was over 140m from the site and that no bomb damage was recorded. It concludes that the risk level in relation to Unexploded Ordnance is low and that no further risk mitigation strategy is required.

Ecology

- 6.8 At a national level, the NPPF states that the planning system should contribute to and enhance the natural and local environment (Paragraph 170-175).
- 6.8 London Plan Policy G6 relates to biodiversity and access to nature. Part D seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain. This should be 'informed by the best available ecological information and addressed from the start of the development process'. London Plan Policy G5 requires major developments to contribute to urban greening.
- 6.8 An ecology survey was carried out to determine the presence of any important habitats or species which might be impacted by the proposed development. The report, which is submitted with this application concluded that the existing site is of negligible value to wildlife, as it consists largely of hardstanding and building, with only a small section of grass in a raised bed. Soft landscaping in the wider area includes only blocks of mown amenity grass, scattered broadleaved trees, and circular arrangement of trimmed introduced shrubs.
- 6.8 No birds were observed on site during the survey, nor any old or in-use birds' nests, although common species were observed in the wider area. The garages are not suitable for bat use and were not identified as a bat roost or hibernation site. None of the trees in the surrounding area were found to contain features such as decay cavities, woodpecker holes, fissures and exfoliating bark, that would be considered suitable for bat roosting and/or hibernation.
- 6.8 The report highlights that the site itself is of no value to foraging bats, as it is very small with little vegetation. No evidence of badgers was found, and the site is unsuitable for otters and water voles. There is no standing water on the site for breeding amphibians, and with very limited foraging opportunities and no suitable refugia or hibernacula, the land is considered unsuitable for them. The site is also considered to be unsuitable for reptiles for the same reason, and they are considered to be absent. The report concluded that there was low potential for significant invertebrate assemblages, in particular those species listed as a priority in the UK Biodiversity Action Plan and/or Local Biodiversity Action Plan.

7. CIL AND PLANNING OBLIGATIONS

Community Infrastructure Levy (CIL)

- 7.1 The Mayoral CIL 2 (MCIL2) Charging Schedule came into effect on 1 April 2019 and applies to all developments across all London Boroughs where applications propose new build floorspace greater than 100 square metres. For LBH, the charging rate is set at £60 per square metre across all uses.
- 7.2 LBH implemented their CIL Charging Schedule in November 2014 and the CIL Rate Summary (2021) sets a rate of £20.96 per square metre for residential (Use Class C3) which falls in the 'Western' Zone. Office and retail uses do not currently require a contribution to be made.

- 7.3 LBH have undertaken a Partial Review and recommended that the rate be increased to £50 per sqm for the East. We understand that this figure is to be adopted in within the next year.
- 7.4 The proposed development is liable for both Local CIL and Mayoral CIL.

Planning Obligations

- 7.5 Regulation 122 (Limitation on use of planning obligations) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.
- 7.6 Paragraph 54 of the NPPF (2019) states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Paragraph 55 explains that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.
- 7.7 The LBH Section 106 SPD (2018) sets out the Council's approach to the use of Section 106 Planning Obligations following the introduction of Regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010. Subject to conformity with Regulations 122 and 123, and further negotiations, planning obligations may be sought, and the applicant is willing to enter into discussions with the Local Planning Authority as necessary.
- 7.1 As the Council is also the applicant in this instance, it is unable to enter into a Section 106 Agreement with itself and therefore it is proposed instead that a Unilateral Undertaking is prepared that will include the relevant planning obligations including financial contributions. Having regard to the policy framework and related guidance, it is proposed that the Unilateral Undertaking will contain planning obligations including financial contributions in relation to the following key matters:
- Provision of Affordable Housing.
 - Travel Plan.
 - Construction Management.
 - Car-free provision.
 - Energy Plan.
 - Carbon off-setting.
 - Employment and Training.
 - Off-site landscaping works.
 - Highway works.
 - Monitoring and implementation.
- 8.7 The negotiation of the above detailed obligations will have regard to all relevant site specific constraints and considerations, any CIL liability and the overall viability of the development. A draft Unilateral Undertaking has been submitted with the planning application. The suggested topics are provided on a without prejudice basis.

7. CONCLUSION

- 7.1 The proposed development would enable the under-used brownfield site to be used more effectively for the provision of much needed affordable housing, which is considered to be an appropriate and sustainable use of the land.
- 7.2 The proposed development has benefited from pre-application meetings with LB Haringey Planning Department and has been developed following pre-application engagement with the local community and input received from the Quality Review Panel.
- 7.3 The proposals have been designed having regard to the location, nature and constraints of the site and the character and appearance of the surrounding character and neighbouring amenity. The scheme is well functioning, attractive, and sympathetic to the locality, optimises the potential of the site for affordable housing and seeks a development which is safe, inclusive and accessible, in accordance with policy at all levels. The scheme will also significantly improve the quality of public realm in the vicinity of the site and enhance biodiversity.
- 7.4 On the basis of the above, this Planning Statement, together with the supporting technical documents and reports, have demonstrated that this high-quality scheme is an acceptable and sustainable development in accordance with the NPPF, London Plan and Local Plan. The Applicant therefore respectfully requests that planning permission is granted on the basis that the proposed development accords with the Development Plan and other relevant material considerations that weigh in favour of this planning proposal to deliver 23 new affordable homes.

