

MADDOX PLANNING
PLANNING STATEMENT
AND STATEMENT OF
COMMUNITY
INVOLVEMENT

157-159 HORNSEY PARK ROAD, WOOD GREEN
FEBRUARY 2024

Description of development

Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.

Type of application

Full Planning

Applicant

Trinity Group (Trinity International Properties Limited)

List of supporting documents

1. Design and Access Statement by Stephen Davy Peter Smith Architects
 2. Affordable housing statement / viability appraisal by Turner Moram
 3. Air quality assessment by SRE
 4. Energy statement by Irvineering Ltd
 5. Sustainability statement (including BREEAM) by Irvineering Ltd
 6. Overheating and thermal comfort assessments by Irvineering Ltd
 7. Daylight and sunlight assessment by T16 Design
 8. Flood risk, SUDS and drainage report by RGP
 9. Preliminary ecological appraisal by The Ecology Partnership Ltd
 10. Tree survey and report by Simon Jones Associates Ltd
 11. Biodiversity net gains assessment by The Ecology Partnership Ltd
 12. Landscaping scheme by Turkington Martin
 13. Noise assessment by RBA Acoustics
 14. Urban greening factor calculation by Turkington Martin
 15. Fire statement by FDS Consult UK
 16. Transport statement (including delivery and servicing plan and swept path analysis) by Velocity
 17. Draft travel plan by Velocity
 18. Land contamination assessment by AG Geo-Consultants Ltd
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Development plan

The adopted development plan comprises:

1. London Plan, 2021
2. Haringey's Local Plan: Strategic Policies, 2013
3. Haringey's Local Plan: Development Management Policies (DMP), 2017
4. Site Allocations Development Plan Document (DPD), 2017

The emerging development plan comprises:

1. New Local Plan 2024-2039 (Regulation 18)
2. Wood Green Area Action Plan (AAP), 2017 (Preferred options)

Following the formal consultation for New Local Plan First Steps Engagement from 16 November 2020 until 1 March 2021, a consultation report for the First Steps Engagement alongside a Draft Local Plan for further consultation is proposed to be published during the autumn or winter 2023 period.

Policies map

The following designations on the policies map are particularly relevant:

1. Site Allocation SA21: Clarendon Square Gateway
 2. Wood Green Growth Area
 3. Wood Green Metropolitan Centre
 4. Blue Ribbon: Moselle (to the rear of the site)
 5. Local Employment Area: Regeneration Area
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Planning policies

The following adopted and emerging planning policies are particularly relevant:

Document	Policy number	Policy title
London Plan, 2021	D3	Optimising site capacity through the design-led approach
	D4	Delivering good design
	D5	Inclusive design
	D6	Housing quality and standards
	D7	Accessible housing
	D14	Noise
	H1	Increasing Housing Supply
	H4	Delivering affordable housing
	H6	Affordable housing tenure
	H10	Housing size mix
	G5	Urban greening
	E7	Industrial intensification, co-location and substitution
	SI 1	Improving air quality
	SI 2	Energy infrastructure
	SI 12	Flood risk management
	SI 13	Sustainable drainage
	T5	Cycling
	T6.1	Residential Parking
	T7	Deliveries, servicing and construction
Haringey's Local Plan: Strategic Policies, 2013	SP2	Housing

	SP4	Working towards a Low Carbon Haringey
	SP5	Water Management and Flooding
	SP6	Waste and Recycling
	SP7	Transport
	SP8	Employment
	SP11	Design
Haringey's Local Plan: Development Management Policies	DM1	Delivering High Quality Design (Haringey Development Charter)
	DM2	Accessible and Safe Environments
	DM6	Building Heights
	DM7	Development on Infill, Backland and Garden Land Sites
	DM10	Housing Supply
	DM11	Housing Mix
	DM12	Housing Design and Quality
	DM13	Affordable Housing
	DM21	Sustainable Design, Layout and Construction
	DM22	Decentralised Energy
	DM24	Managing and Reducing Flood Risk
	DM25	Sustainable Drainage Systems
	DM29	On-site Management of Waste Water and Water Supply
	DM30	New Waste Facilities
	DM31	Sustainable Transport
	DM32	Parking
	DM37	Maximising the Use of Employment Land and Floorspace
	DM38	Local Employment Area – Regeneration Areas
	DM40	Non-Designated Employment Land and Floorspace

Other material considerations

Other material considerations include:

1. National Planning Policy Framework (2023) ('The Framework');
2. Planning Practice Guidance (2021);

3. National Technical Housing Standards (2015);
4. National Design Guide (2019); and
5. London Plan Guidance (LPG): Housing Design Standards (2023).

Relevant planning decisions

Reference/address	Description	Status/decision date
HGY/2017/3117 Land at Haringey Heartlands between Hornsey Park Road Mayes Road Coburg Road Western Road and the Kings Cross / East Coast Mainline Clarendon Gas Works Olympia Trading Estate and 57-89 Western Road London N8 & N22	Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A5; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works. - Outline Permission is sought for 103,150sqm Class C3 Residential; 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A5; and up to 2,500sqm Class D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail. - Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 622 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.	Approved 19 April 2018
HGY/2017/2886 Land off Brook Road and Mayes Road London N22 London	Demolition of existing building and erection of a 6-9 storey building providing 161 residential flats (Use Class C3), medical centre (Use Class D1), retail (Use Classes A1-A4) and a flexible retail / office unit (Use Classes A1-A4 and B1), plus associated infrastructure and landscaping works	Approved 22 February 2021

Urban greening factor

Urban greening factor: 0.4

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Main benefits of the scheme

The proposed development provides an excellent opportunity to improve the economic, social and environmental conditions of the area and it is in overall accordance with the development plan policies on affordable housing; provision of employment floorspace; high-quality design; accessibility and inclusive design; and sustainable development. The proposal delivers the aims of site allocation SA21 through the delivery of a mixed-use development that incorporates a new pedestrian link.

Notably, the proposed development will deliver 32 new residential units and a new high quality commercial unit. The proposal will be fully accessible and inclusive through the provision of wheelchair accessible dwellings and step-free access on all floor levels. The proposal includes sustainable design through the inclusion of solar panels, air heat pump system and green roofs across the site. The proposal is also future proofed to enable connection to the DEN, if the DEN is delivered in this area in the future.

1.0 Site and area description

- 1.1 The site address is 157-159 Hornsey Park Road, London, N8 0JX. The site area is approximately 0.18 hectares, and it therefore comprises a small site as defined in the London Plan Policy H2. The site plan is shown below at Figure 1.

Figure 1: Site block plan



- 1.2 The site is a back land site located behind the terraced houses at 123-155 Hornsey Park Road and bound to the rear by two redevelopment sites, Clarendon Gas Works (St William Homes LLP) and the Iceland site accessed via Brook Road (Austringer Capital Ltd). The site comprises of disused industrial buildings of no architectural merit ranging from one to two storeys in height.
- 1.3 The site is within the allocated site SA21 - Clarendon Square Gateway and the Wood Green Growth Area. The site is identified to be within the Wood Green/Haringey Heartlands Opportunity Area, the Local Employment Area: Regeneration Area and within the Wood Green Metropolitan Centre.
- 1.4 Pedestrian and vehicular access is provided from Hornsey Park Road. The site has a PTAL rating of 4, which represents good access to public transport. Approximately 800 meters northeast of the site is Wood Green Station (ten minutes on foot) and approximately 800 meters southeast of the site is Turnpike Lane Station (ten minutes on foot). There are also several bus stops within the vicinity of the site.
- 1.5 The site is in flood zone 1 and therefore has a low risk of flooding. A culvert runs along the west boundary of the site. There are no listed buildings located within the vicinity of the site and the site is not within a Conservation Area.
- 1.6 The surrounding area to the east of the site comprises largely of residential uses, predominantly characterised by two storey terraced houses. The area to the west of the site comprises a major regeneration area with a number of mixed use developments under construction with approved building heights ranging up to nine and eleven storeys. There is no soft landscaping on site however there are off site trees adjacent to the site, one adjoining to the north boundary of the site and one adjacent to the south-east boundary of the site.

- 1.7 A single yellow line extends along the highway adjacent to the entrance of the site. There are a number of on street parking bays on Hornsey Park Road which are restricted allowing permit holders to park between 8 am to 10 pm and non-permit holders pay to park with a maximum stay of 2 hours with a no return within 2 hours. Several disabled blue badge parking bays are provided along Hornsey Park Road.
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2.0 Pre-application engagement

- 2.1 The development has been discussed in detail with the Council prior to the submission of this application through a number of pre-application meetings and meetings to discuss technical considerations through a Planning Performance Agreement (PPA). Meetings were held with Planning Officers and internal consultees, including Design, Transport, Energy and Sustainability and Drainage officers from the London Borough of Haringey (LBH). A formal written response was also provided by the Planning Officer in relation to the first pre-application meeting. The local community and ward councillors were also consulted on the proposals ahead of the submission of the application.

Pre-application engagement with the local planning authority

- 2.2 An initial pre-application advice request (reference: PRE/2022/0189) was submitted to Haringey Council in July 2022. Pre-application advice was provided by the Council in the form of a meeting on the 16 August 2022 and written advice was provided (Appendix 1). The initial scheme comprised the erection of two buildings ranging from three to six storeys in height and a detached two-storey house, to provide 33 residential units and 154sqm commercial floorspace, together with associated landscaping, delivery of a new public pedestrian route, car and cycle parking, and refuse and recycling facilities.

Figure 2: Pre-application 1 sketch of the proposed view entering the site from Hornsey Park Road



Figure 3: Pre-application 1 sketch of the proposed view entering the site from Brook Road



- 2.3 In January 2023 a second pre-application advice request was submitted, and a meeting was held in March 2023. The second pre-application scheme was amended to comprise two buildings ranging from three to six storeys and a detached two-storey house to provide 34 residential units and 100sqm commercial floorspace, together with associated landscaping, delivery of a new public pedestrian route, car and cycle parking, and refuse and recycling facilities.
- 2.4 The scheme was also presented to the Quality Review Panel ('QRP') on 23 March 2023 with a written response provided following the meeting (Appendix 2). Written feedback from the Quality Review Panel was positive overall in relation to the overall design approach and the scale of the proposed development. The QRP advised that more strategic thought should be given to the scheme to develop what this site can reasonably achieve to a high standard, particularly with regards to the public permeability of the site and the provision of commercial floorspace within the proposed development. Further comments were also provided with regards to removing the two storey house and using the space for a refuse store; softening the east-facing façades; and developing the energy strategy.

Figure 4: Pre-application 2 and QRP sketch of the proposed view entering the site from Hornsey Park Road



Figure 5: Pre-application 2 and QRP sketch of the proposed view entering the site from Brook Road



PPA meeting 1: Design and mix of uses

- 2.5 Taking on board feedback received during the QRP, several feasibility studies were worked up and a revised proposal was presented to the Council as a part of the first PPA meeting in August 2023. The PPA 1 meeting was largely focused on design considerations, particularly regarding the proposed mix of uses, quantum of

commercial floorspace proposed and the ground floor layout. The Council acknowledged the site is constrained due to its lack of a street frontage, its location behind low-level residential housing, and the requirements of the site allocation SA21. The Council provided feedback in terms of rationalising the form of Block A to allow for a more obvious clear line of sight through the site at ground floor level to provide a successful through route on site providing access from Hornsey Park Road to Brook Road. The applicant confirmed that engagement with Designing out Crime Officer (DOCO) had been undertaken.

- 2.6 With regards to commercial floorspace, the Council highlighted that the provision of commercial floorspace in the area can be delivered in a range of ways, including studio and maker space, which was considered to be most appropriate for the site. It was noted that a revised scheme with an increased amount of commercial floorspace should be incorporated, and the useability of the proposed commercial spaces should be demonstrated at application stage following engagement with a local agent. However, due to the constraints of the site, the Council broadly agreed that the development would be more successful as a residential-led scheme with a small proportion of employment floorspace provided at ground floor level. The Council also confirmed that the proposed bulk, scale, massing and proposed height are acceptable, notwithstanding amenity considerations.

PPA meeting 2: Design

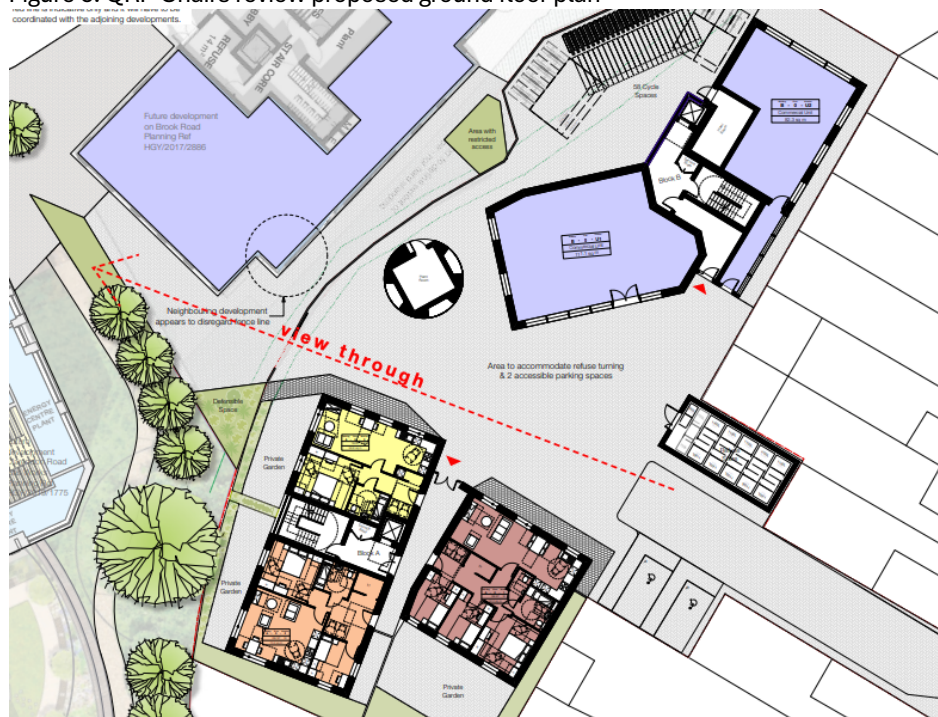
- 2.7 Following feedback received during PPA meeting 1 the team explored the potential to rationalise the scheme and an amended scheme was presented to the Council in September 2023. The amended proposal comprising approximately 180sqm of commercial floorspace and 32 residential units was presented to Council Officers. The Council welcomed the increase in commercial floorspace in Block B and overall were satisfied with the proposed mix of residential units however noted that some studios shown could be combined to create larger units.
- 2.8 The Council confirmed that the simplified form of the proposed scheme was successful, noting that the proposed development relates better to the surrounding new build developments. Feedback was provided with regards to the layout, stating that for Block A the north façade of the ground and first floor could be pulled back further to create a clear view through the site and that the boundary between private and public amenity space should be well-defined. In terms of Block B, the Council noted that it would welcome a more active frontage to the commercial space and that increased landscaping in the cycle store and adjoining courtyard would be beneficial.

QRP: Chair's Review

- 2.9 The proposed development was presented at the QRP: Chair's Review in November 2023. The scheme presented comprised 32 residential units and approximately 180sqm of commercial floorspace. The QRP supports the overall scale and massing of the development. Feedback was provided on the proposed central courtyard space noting that the circular landscape feature to house the plant should be removed to provide a more useable, inviting amenity space and through route. As a result of this it was acknowledged by the QRP and the Planning Officers that housing the plant within the proposed blocks may impact the quantum of commercial floorspace provided. It was noted that the through route was a policy requirement and was therefore welcomed, however comments from the QRP set out that a clear distinction between public and private spaces and a division of spaces to be used by vehicles or pedestrians should be included through the use of materials and a comprehensive landscaping scheme. Comments were also received stating that a wider pedestrian pavement should be incorporated.
- 2.10 Feedback was also provided regarding the articulation of the proposed elevations, noting that design cues should be taken from the emerging neighbouring schemes to the west, also advising the scheme could consider a contemporary interpretation of the late Edwardian and early Victorian architecture in the surrounding context, which uses contrasting materials to create three-dimensionality and lightness. In particular, it was highlighted that the south east elevation should incorporate visual interest through fenestration, materiality and decorative brickwork or sills. The QRP provided comments on the proposed commercial floorspace setting out that a more generous head height could encourage occupation by artists or makers and, the frontages could be designed with opportunities for spill-out, activating the public realm in the central courtyard space. Overall, it was considered that the QRP welcomed the proposed scheme and

amendments that had been made over the course of the pre-application discussions with the Council. The written response provided by the QRP is attached to this statement at Appendix 3.

Figure 6: QRP Chairs review proposed ground floor plan



- 2.11 Following pre-application discussions with Planning and Design Officers, the proposed development was discussed in detail through a series of technical meetings arranged through the PPA process. During the meetings the proposed scheme was presented and verbal feedback was provided by Council Officers on the following topics:
- Daylight and sunlight considerations;
 - The proposed energy and sustainability strategy, including connection to the District Energy Network (DEN);
 - On site highways and servicing arrangements;
 - Hard and soft landscaping scheme; and
 - The sustainable urban drainage scheme.
- 2.12 Further details of the comprehensive discussions and feedback provided during the technical meetings is detailed in Section 4 of this statement. The feedback provided within the technical meetings was taken into account in the preparation of the final technical reports.

Development management forum

- 2.13 Prior to the submission of the application, the proposed scheme was presented at Haringey's Development Management (DM) Forum on 29 November 2023. The forum provides an opportunity for queries to be raised by Councillors and members of the public regarding the proposed development. A number of members of the public and Councillors attended the DM Forum which was held virtually on Microsoft Teams.
- 2.14 During the Forum, queries were raised regarding impacts to residential amenity, including daylight and loss of privacy; parking provision and highways impacts, including during construction; noise impacts during construction; the siting of the refuse store; the scale and massing; and the potential to de-culvert the Moselle. Members of the team and planning officers responded to queries during the Forum. The website link to the public consultation website was provided during the event so that attendees could also formally submit written feedback.

- 2.15 Following the Forum, the applicant team took feedback on board and re-located the refuse store away from the neighbouring residential garden by incorporating it into the ground floor of Building B. One blue badge car parking space and an area of soft landscaping is now proposed in its place. Also, a plant room was incorporated at the rear of the ground floor of Building B to allow for a future connection to the Decentralised Energy Network (DEN). The requirement to future proof the development to connect to the DEN resulted in a reduction in commercial floorspace on site.

Pre-committee presentation

- 2.16 A pre-committee presentation was held on the 15 January 2024. The presentation was open to the public and enabled the team to present the proposals to the planning committee members ahead of submission. No decisions are taken during pre-committee presentations. The committee members provided comments on the scheme and where there were queries the design team provided further details and clarifications as set out below.
- 2.17 Feedback was provided regarding the design of the proposed development, particularly querying how the design of the façades incorporates features from the surrounding context. The architect showed physical samples of the proposed bricks and other materials during the meeting, so committee members had the opportunity to see the proposed colour and quality of the materials. The architect also presented a physical 3D printed model showing the scheme in the surrounding context.
- 2.18 Queries were also raised regarding the width of the access road from Hornsey Park Road highlighting that it is only suitable for single lane traffic. The applicant team clarified that the access lane has been tracked and the required vehicular movements can be accommodated within the site. It was also clarified that the landscaping scheme will distinguish where the pedestrian footpath is. Committee members queried the possibility of de-culverting the Moselle River. The applicant team clarified that due to part of the Moselle River being situated outside of the applicant's ownership and red line site boundary it is not possible to de-culvert the Moselle as part of this application as it would not be safe in flood risk terms to only de-culvert a small section of the river.
- 2.19 The committee raised queries on the provision of affordable housing and if any Housing Associations (HA) had been approached. It was clarified that a viability assessment will be provided with the full application and a HA (L and Q Group) have been approached however it was confirmed that L and Q Group would not be interested in taking on the affordable housing units. The applicant was also asked to approach Haringey's Housing Delivery Team regarding the potential for the Council to acquire affordable units on the site. The applicant has since contacted Haringey's Housing Delivery Team who confirmed it would not be of interest to them.
- 2.20 The number of residential units with separate kitchens and living spaces, and if any residential units comprised single aspect units was also queried during the committee. The applicant team clarified that all units incorporate combined kitchen/living/dining spaces and no single aspect units are proposed. The committee queried the level of sunlight the communal amenity space would receive, and the applicant team confirmed that this would be assessed as part of the full application.
- 2.21 The committee queried the benefit of a commercial unit at ground floor level in this location. It was confirmed that this is a requirement of the site allocation. Members also queried whether the commercial space at ground floor level could comprise a community use. The team confirmed that the unit is intended to be in Class E use, meaning it will be available for occupation in a range of uses depending on demand. Class E uses include nurseries, medical centres, dentists etc, which are akin to community uses. It was noted that there is a local DEN and the applicant team confirmed the scheme will be future-proofed so that it can connect to the DEN if the network does come forward in the future.

Pre-Application Community Engagement

- 2.22 Prior to submitting this application, the team consulted the local community and ward councillors on the proposals. A letter (Appendix 4) was issued on the 20 November 2023 informing local residents and business owners of the proposed development and highlighting the public consultation website (the website is shown in Appendix 5). The letter was issued to nearby residential properties and businesses, Parkside Malvern

Residents Association and ward councillors. The consultation area is shown on the map included at Appendix 6. The public consultation website was open to the public for seven weeks to allow sufficient time for consultees to review the proposals and provide responses. Following this, two responses were received from neighbours which are discussed below.

Engagement methodology

- 2.23 LBH's Statement of Community Involvement (2017) sets out a number of consultation and engagement methods that relate to the engagement process carried out by the Council in relation to policy documents. Those methods that are considered to be of relevance to the proposal comprise:
- Notification emails / letters to consultees on the Planning Service's consultation database;
 - Notification letters to directly affected parties; and
 - Summary information / web based guides on the key issues.
- 2.24 The pre-application engagement methodology comprised the following steps:
- The engagement methodology was discussed during PPA discussions with the Council;
 - Desk based research was undertaken to identify key stakeholders and a proportionate engagement area for the letter drop;
 - Circulation of the letter and summary of proposals to local residents, businesses and key stakeholders; and
 - Presentation of the proposals available to view on a website and comments section included open to anyone accessing the website.

Identification of local residents and businesses

- 2.25 Based on the site's context and the nature of the proposed development, local residents and businesses within the immediate area surrounding the site were identified as likely to have an interest in the proposed development.
- 2.26 A map showing the full extent of the engagement area is included at Appendix 6 of this statement

Interests

- 2.27 Prior to undertaking the public engagement exercise, the key interests were considered to be likely to comprise of:
- The impact of the development on residential amenity in the surrounding area;
 - The design of the proposed development and how the proposals relate to the local area; and
 - Provision of affordable workspace/dwellings.

Level of interest and communication methods

- 2.28 It was considered that the proposal was likely to generate a modest level of interest given the context of the site. On this basis, the following pre-application communication methods were considered proportionate:
- Letters sent to local residents and businesses informing them of the proposal and inviting them to view and comment on the public consultation website;
 - Emails sent to ward councillors and the Parkside Malvern Residents Association informing them of the proposals and inviting them to view and comment on the public consultation website; and
 - Public engagement website providing background information on the proposal with access to the public engagement presentation and a comments section where feedback on the proposals can be provided.
- 2.29 A copy of the letter issued to residents is included at Appendix 4.

Engagement summary

- 2.30 This section provides a summary of the feedback received from residents and other stakeholders following the comments received on the public consultation website which closed on 6 December 2023. A total of 76 letters were distributed to local residents and businesses and the letter was issued to ward councillors and

to the Parkside Malvern Residents Association via email to inform local people of the proposed development and to advertise the public consultation website. An illustrative sketch showing the proposal, a public consultation document and feedback forms were made available on the public consultation website. A copy of the letter is attached at Appendix 4. A copy of the public consultation presentation and the public consultation website are appended to this statement at Appendix 7 and Appendix 5 respectively.

Feedback

- 2.31 A total of two responses were received via the feedback form on the website following the letter drop. The public consultation timeframe was extended, leaving the website open for comments for a total of seven weeks. The outcome of the public consultation event is summarised below. Following the letter drop no comments were received from ward councillors or the Parkside Malvern Residents Association.

Engagement outcome

- 2.32 As noted, a total of two responses were received via the consultation website. All comments have been reviewed, tabulated and summarised below.
- 2.33 The online feedback form was open-ended to allow consultees to provide feedback freely without being confined to answering specific questions. Of the two responses received both included comments that were unsupportive of elements of the scheme; there were also a number of general queries; and one comment was made that was supportive of elements of the scheme.
- 2.34 The key themes the feedback relates to is summarised in table 1 below.

Table 1: Summary of written feedback received.

Themes	Number of respondents	Responses and actions taken
Negative comments		
Impacts to neighbouring amenity A query was received regarding potential impacts on the development on daylight and sunlight and privacy. A comment was received which raised concerns regarding noise impacts.	2	A Daylight and Sunlight Assessment has been submitted as part of this application that assesses the impact of the development on neighbouring daylight and sunlight levels. The acceptability of the impacts on daylight and sunlight levels are discussed in detail in Section 4 of this statement. Overall, the submitted report concludes that the impacts of the development on daylight and sunlight are acceptable and in accordance with guidelines. With regards to potential impacts to privacy, this is assessed in detail in Section 4 of this statement. The proposed development has been carefully designed to incorporate windows with obscure glass where nearby residential windows face towards the site to mitigate impacts to privacy of the neighbouring units. Therefore, no further action is considered to be necessary to address this feedback.
Highways and impacts to local infrastructure Comments were received regarding the impacts of the proposed development on the local on street	2	In terms of impacts on parking, the future occupants within the development will be prevented from applying for parking permits. The proposed development is car-free with a total of 57 cycle parking spaces proposed on

parking demand and local infrastructure. A comment was also raised regarding the safety of the site access.		site. A Transport Assessment has been submitted with the application and is summarised in detail in Section 4 of this statement. The report concludes that the development would not result in any adverse impacts on the surrounding highway network, no mitigating improvements are required, and would provide a benefit with the potential removal of vehicle trips in the surrounding area considering the flexibility of the proposed Class E use. In terms of impacts to local infrastructure, the development will be required to pay a contribution towards the Council's Community Infrastructure Levy. This contribution will be spent by the Council on essential local services. Therefore, no further action is considered to be necessary to address this feedback.
Height, scale, massing and Siting A comment was received that considered the proposed height will alter the skyline and block views of neighbouring residents.	1	The scale and massing, proposed height and detailed design of the development was discussed during the pre-application stage with Haringey Planning Officers and Quality Review Panel. The design process was collaborative, and the final preapplication response is supportive of the proposal in design terms. Concerns were not raised by the Council in relation to the scale of the development. No further action is therefore considered to be necessary to address this point.
Positive comments		
Highways, servicing and impacts to local infrastructure A comment was received supporting the proposal as a car-free development.	1	No action or response required.

- 2.35 On the basis of the above, it is considered that all comments have been fully addressed or responded to where appropriate.
- 2.36 The pre-application engagement with local residents and businesses, ward councillors, committee members and Parkside Malvern Residents Association was generally received neutrally. For the most part the feedback provided included various queries on the proposed development and some beneficial feedback was provided from local residents that resulted in amendments to the scheme. The responses that were not supportive of the redevelopment have been discussed above and it is considered that the comments made via email have been addressed through the provision of technical reports and plans submitted with the planning application.
- 2.37 Overall, the pre-application process was considered to be positive and collaborative. The feedback received from Officers at the Council and the public has been reviewed and addressed throughout the design development process with amendments made to the scheme to address the main concerns of local residents regarding the initially proposed location of the refuse store. The written feedback received has been considered and addressed within the technical reports and assessments submitted with the application.

Proposed development

- 3.1 The proposed description of development is:

Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.

- 3.2 The proposed development is for two buildings, ranging from part four and part five to six storeys in height, to provide 32 residential units and circa 97 sqm commercial floorspace. Block A incorporates 21 residential units from ground to fifth floor and Block B incorporates 97 sqm commercial floorspace, a refuse store, three plant rooms and future DEN connection room at ground floor level and 11 residential units from first to fourth floor level. The proposed schedule of accommodation is summarised below.

Table 2: Schedule of accommodation (Block A and B)

Floor	Commercial (Class E) sqm	Residential units (Class C3) (Blocks A and B)			
		Block B	Studios	One beds	Two beds
Ground	97	-	1	1	1
First	-	1	3	2	1
Second		1	2	3	1
Third		1	2	3	1
Fourth		-	2	3	-
Fifth		-	2	1	-
Total	97	3	12	13	4

Layout

- 3.3 Block A is proposed to the south of the site and has an irregular building footprint. Block B is proposed to be situated to the north of the site and is largely 'V' shaped. The existing access lane will be utilised to provide vehicular and pedestrian access to the site via Hornsey Park Road. A pedestrian route is proposed to be delivered through the site that will provide a link from Hornsey Park Road to the development site located to the north-west, which is currently occupied by Iceland. The future development on the Iceland site will be required to deliver the remainder to the link through to Brook Road.
- 3.4 Block A comprises residential units from ground floor to fifth floor. The residential entrance for Block A is proposed on the north elevation of the building, where access to the ground floor residential units and the core is also provided. The core is located in the western part of the building. The internal layout of the residential units generally comprises a lounge, kitchen/diner, storage cupboards, bathrooms and bedrooms. Block A accommodates a mix of unit sizes ranging from studios to three bedroom residential units. At ground floor private amenity space is provided for the residential units that are located on that level to the south and west elevations. Balconies are provided for residential units at upper floors.
- 3.5 Block B accommodates one flexible commercial unit at ground floor, three plant rooms and a future DEN connection room. The commercial unit is proposed to be accessed via a door situated on the south elevation of the building. The plant rooms are accessed at the rear of the building with entrances on the north and north east elevations. The refuse store is located at ground floor accessed directly on the south west elevation. Residential units are located at first to fourth floors, and are accessed via a ground floor entrance on the south west elevation and through the provision of a private lift and stair core. The lift is located to the west of the refuse store whilst the stair core is to the south. The internal layout of the residential units generally comprises a lounge, kitchen/diner, storage cupboards, bathrooms and bedrooms. Balconies or terraces are provided for residential units at upper floors. At roof level an attenuated plant enclosure is proposed.

- 3.6 Externally, dedicated cycle stores, a play space and disabled car parking spaces are proposed at ground floor level. A landscaped central courtyard is proposed between the blocks that will accommodate the playspace, seating, soft landscaping, car parking and turning head for vehicles.

Scale and massing

- 3.7 Block A comprises a part four, part six storey building, with the fifth floor stepping back from the south and east boundary.
- 3.8 Block B comprises a part four and part five storey building. The massing of the building steps down from five to part four storeys on the east and south east elevation fronting the residential dwellings at 159-171 Hornsey Park Road. The five storey element extends at the north of the building fronting the future development on Brook Road. At roof level, plant is proposed to be accommodated within an acoustic enclosure.

Tenure

- 3.9 The units are proposed to be market units. Two units are proposed to be shared ownership units.

External appearance

- 3.10 The proposed development adopts a contemporary style of architecture, incorporating rectangular shaped blocks with flat roofs and the use of contextual and high quality materials. The external appearance of the development is comprised partially of textured light red brick with recesses, smooth medium tone and dark tone red brick. The proposed development has powder coated composite windows and reconstituted stone surrounds to living room windows. The balconies are powder coated and are proposed from first floor level upwards.

Landscaping

- 3.11 A comprehensive landscaping scheme has been developed throughout the site to ensure the outdoor environment is inviting, accessible, and inclusive. The scheme proposes grassed areas, trees, shrubbery, paving and seating. A play area is also proposed for children to the west of the site. At sixth floor on Block A and fifth floor on Block B green roofs are provided. The careful use of materials and lighting has defined the areas to be used by pedestrians and vehicles. A detailed landscaping proposal has been submitted with the application which sets out the landscaping scheme in further detail.

Amenity space

- 3.12 Private amenity space is provided for all residential units in the form of a garden, terrace or balcony. The total communal amenity space in the form of the dedicated playspace is 86 sqm. Block A provides 314 sqm of private amenity space in the form of gardens at ground floor and balconies and Block B includes 96sqm of private amenity space in the form of balconies.

Access and parking

- 3.13 The development is proposed to be car free with no on-site parking aside from the three disabled car parking spaces. The main pedestrian access to Block A will be via a residential entrance on the north east elevation and access to Block B will be on the south west elevation. A pedestrian path is proposed to run from Hornsey Park Road to the west of the site. Vehicular access is provided via the access route where two disabled car parking spaces are proposed to the left and one is located to the south of Block B, carefully positioned around the vehicle turning point.
- 3.14 To the north of the site, and at the rear of Block B, 55 long stay residential cycle spaces are provided in a secure and covered ground floor store through a mix of two tier racks, Sheffield stands and cargo bike spaces. Two commercial cycle spaces are also provided within the same cycle store. Two short stay spaces are provided externally in the form a Sheffield stand.

- 3.15 A gate is proposed on the west entrance from Brook Road as a security measure for future occupants of the site. The gate is proposed to be open to the public during daylight hours and controlled by fob access for residents and future commercial occupiers from dusk to dawn.

Accessibility

- 3.16 The proposed development provides 32 residential units, a total of 90.4% of the units designed to comply with Part M4(2) (accessible and adaptable use). The proposal provides 9.4% of the units designed to be Part M4(3) compliant (wheelchair adaptable). The wheelchair units are only located in Block A and the accessible and adaptable units are located across both buildings.

Refuse and servicing

- 3.17 Residential waste is proposed to be stored in a designated refuse store at ground floor, situated internally in Block B. The refuse collection for the site will be undertaken on site by Haringey Council operatives, with weekly collections alternating between general waste and recycling.
- 3.18 Tracking has been tested to ensure refuse collection vehicles can enter and exit the site to provide on site refuse collection.

4.0 Considerations

4.1 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. This section therefore assesses the proposal against the development plan policies outlined above and examines relevant material considerations where appropriate. The assessment draws on the application documents listed at Section 1 of this statement. The main planning considerations are:

1. Principle of the loss of employment floorspace;
2. Principle of proposed residential development;
3. Provision of affordable housing
4. Design, height, scale and massing
5. Housing mix
6. Quality of accommodation
7. Neighbouring amenity impacts including daylight considerations
8. Accessibility
9. Transport considerations
10. Landscaping
11. Impacts to trees
12. Environmental and sustainability considerations
13. Fire safety

Principle of the loss of employment floorspace

- 4.2 London Plan Policy SD1 identifies the site as part of the Wood Green/Haringey Heartlands Opportunity Area.
- 4.3 Strategic Policy SP8 seeks to secure a strong economy in Haringey and protect designated employment land, Strategic Industrial Locations (SILs), Locally Significant Industrial (LSLs) Sites and Local Employment Areas (LEAs) and including other non-designated employment sites.
- 4.4 DMP Policy DM40 states that other non-designated employment sites (i.e. those which do not meet the location criteria of (A) above), the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use.
- 4.5 Site Allocation SA21 states that new development within the Clarendon Square Gateway should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability which must be assessed looking at the mix of uses and the scheme. The indicative development capacities set out in SA21 suggest capacity for 195 residential units and 6,734 sqm employment floorspace. The guidance also states that no buildings are required to be retained. The site forms part of the allocated site SA21 - Clarendon Square Gateway, with the remaining part of the site allocation falling under separate ownerships. A plan showing the wider allocation is shown below.



- 4.6 The draft Wood Green Area Action Plan, section WG SA 18, identifies the site as part of the Wood Green Growth Area. The area is also designated as a Local Employment Area: Regeneration Area and is within the Wood Green Metropolitan Centre.
- 4.7 The proposal comprises a mixed-use development incorporating 32 residential units and 97sqm commercial floorspace. The proposal therefore results in a reduction in employment floorspace. The existing buildings on site are disused industrial units that have no architectural merit. The proposed development comprises one commercial unit that provide 97 sqm flexible commercial floorspace (Class E). The site was previously used as a joiners' workshop (Class E light industrial) and car repairs garage (Class B2 general industrial) however it is currently vacant, apart from the temporary use of the site for the storage of flowers. The existing buildings are in a poor state of repair, and they have reached the end of their useful economic life. The existing buildings are not suitable for use by a range of occupiers due to their age and the poor quality of their built fabric.
- 4.8 It is considered that the existing light industrial and general industrial use (Class B2), are inappropriate due to the noise and disturbance the types of occupiers tend to generate to existing residential properties located adjacent and in close proximity to the site. Furthermore, the Clarendon Square Gateway allocation sets out that no existing buildings need be retained and that the proposals should comprise mixed use developments. As such, it is considered that the loss of existing light industrial and general industrial buildings that are in poor condition, is considered acceptable. The proposed flexible commercial units are more appropriate in this regard, as they will not generate unacceptable impacts to residential amenity through noise or disturbance through a high number of vehicle movements. The proposed flexible commercial units provide the opportunity to increase the number of employees on the site, as the current light industrial and general industrial floorspace had a previous employment yield of approximately five employees. The flexible commercial unit could provide the opportunity for an increased number of employees on site, working on the basis that the proposed commercial unit is occupied as offices, there would be approximately eight employees on site. The final number of employees will likely vary depending on the nature of the final occupier. The new development will therefore significantly uplift the employment opportunities provided by the site.
- 4.9 The proposed commercial unit (Class E) will be marketed as suitable for occupation by a range of occupiers meaning the site will retain an employment use. The applicant has developed the design of the commercial unit following consultation with Strettons, a local commercial agent. Strettons advised that it is likely there would be interest in the unit from a small accountancy, architecture or solicitors' firm. Strettons advised that retailers are unlikely to be interested in the unit due to its backland location and the lack of passing footfall. Strettons also advised that prior to letting, the unit would need to be fully fitted with lighting, raised floors a w/c and kitchen facilities. It has therefore been demonstrated that the unit is suitable for a commercial occupier, and it is likely the unit will be occupied as a small office. It is therefore considered that given the site's constraints as a result of its backland location and neighbouring residential uses, the applicant has proposed a suitable commercial space that is likely to be occupied as

a small accountants', solicitors' or architects' office which would also be appropriate given the surrounding residential land uses.

- 4.10 In accordance with SA21 a site wide masterplan has been prepared to show how the site meets the requirements of SA21 but does not compromise the co-ordination of development across the other sites within the SA21 allocation. The indicative masterplan submitted alongside this application (page 43 of the Design and Access Statement) demonstrates that the overall commercial floorspace requirements of SA21 can be delivered elsewhere in the site allocation, in locations that are considered to be more suited to larger commercial units as they benefit from street frontages. The site is located in a backland location and is not visible from Hornsey Park Road, meaning it is considered to be less appropriate for larger scale commercial units. As such, it is considered that this site, forming only part of SA21, is more suited to smaller scale commercial spaces that could be occupied as studios or small maker spaces that do not require a street frontage.
- 4.11 To the north of the site, the planning permission on the Iceland Site (application reference HGY/2017/2886) incorporates approximately 2,207 sqm of commercial floorspace. The indicative masterplan demonstrates that the remaining part of the site allocation that is located to the north of Brook Road could comfortably accommodate around 4,545 sqm employment floorspace. The two sites would therefore deliver approximately 6,752sqm employment floorspace, which is just 18sqm short of the indicative capacity set out in SA21 (6,734sqm). Therefore, it is considered that the wider site allocation sufficiently addresses the commercial requirements set out in site allocation SA21.
- 4.12 Comments from the initial QRP meeting (March 2023) concluded that the requirement for employment space should be reconsidered, and more homes should be provided instead of commercial space. It was also noted that there is a further policy requirement of SA21 to investigate de-culverting of the Moselle River. This was reiterated at the QRP Chairs review (November 2023) which set out that "previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site." As such, it is clear that the policy requirements set out in SA21 significantly limit what can reasonably be achieved on site in terms of a mixed-use development. As such, the development comprising a reduction in commercial floorspace is considered acceptable owing to the fact that the majority commercial floorspace can be provided through larger sites elsewhere in the allocation.
- 4.13 While the proposal results in a reduction in overall commercial floorspace, the proposed scheme has undergone extensive pre-application discussions with the Council. The pre-application discussions also resulted in the requirement to future proof the development to allow for a potential connection to the DEN. Accommodating an additional plant room on site in turn resulted in the reduction in the provision of commercial spaces from two to one Class E unit. It has been agreed that the proposed quantum of floor space is acceptable when the site's context and the requirements of the site allocation are taken into account. The proposed floorspace will deliver two high quality commercial units, creating an active frontage through the site and forming part of the wider vision for Clarendon Square. The quantum proposed commercial floorspace is therefore considered acceptable in line with Policy SP8 and SA21.

Principle of proposed residential development

- 4.14 The Framework supports the delivery of sustainable development. As set out by paragraph 8 of the Framework, one of the three components of sustainable development that the planning system seeks to achieve is its social role, whereby it must provide the supply of housing required to meet the needs of present and future generations. Paragraph 47 of the Framework seeks to boost significantly the supply of housing, and paragraphs 7 and 111 encourage the effective use of land by re-using land that has been previously developed.
- 4.15 Policy H1 of the London Plan seeks the provision of 52,287 additional homes per year across London. It also identifies a housing provision target of 15,920 additional homes to be completed across a 10-year period in Haringey. This translates to an annual requirement of 1,592 dwellings per year for the Borough. In support of these identified housing targets, London Plan Policies GG2, H1 and GG4 encourages the

pro-active exploration of the potential to intensify the use of land to support additional homes, prioritising the redevelopment of brownfield land to create mixed and inclusive communities.

- 4.16 London Plan Policy GG2 states that to “create successful sustainable mixed use places that make the best use of land, those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.” The policy goes on to state that planning and development must also apply a “design-led approach to determine the optimum development capacity of sites.”
- 4.17 Haringey’s Local Plan Development Management DMP Policy DM10 states that the Council will support proposals for new housing on sites allocated for residential development, including mixed-use residential development, within the Site Allocations DPD and Area Action Plans.
- 4.18 Strategic Plan Policy SP1 confirms Haringey’s housing requirement of 19,802 homes over the plan period 2011- 2026. The Council are promoting three Growth Areas (Haringey Heartlands/Wood Green; Tottenham Hale; and North Tottenham) and expect these to deliver a minimum 13,500 homes of this total and most of the business floorspace.
- 4.19 DMP Policy DM38 states supports proposals for mixed-use development within this designation where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.
- 4.20 Site Allocation SA21 states that the Clarendon Square Gateway site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here. The Wood Green Area Action Plan, section WG SA 18, also states this. The site is subject to the requirements of DMP Policy DM38 which seeks Employment-led regeneration.
- 4.21 The proposed development includes the provision of 32 new homes. This will contribute towards the overall housing need within the Borough and seeks to optimise the use of existing brownfield land which is accessibly and sustainably located. As the immediate surrounding land uses to the east of the site are predominately residential, it is considered that the site is more suited to residential led development. The proposed residential element of the development bridges the gap between the existing smaller-scale housing situated on Hornsey Park Road, to the new and emerging mixed use, larger scale development delivered within the Clarendon Square allocation.
- 4.22 This was discussed during the QRP, which concluded that the quantum for employment space should be reconsidered, and more homes should be provided instead of commercial space. As such, the proposed residential development is considered acceptable owing to the fact that the majority of the commercial floorspace required as part of site allocation SA21 can be provided elsewhere in the allocation.
- 4.23 Given the limited size of the site it has been acknowledged by the Council during pre-application discussions that the site comprises a transition from the two storey residential housing on Hornsey Park Road to the higher density, mixed use development to the west of the site. Importantly, the principle of a residential led development has been agreed with Planning Officers during thorough pre-application discussions. Overall, the proposed development creates a high quality residential development, will contribute towards the overall housing need within the Borough and seeks to optimise the use of existing brownfield land which is accessibly and sustainably located. Therefore, it is considered that a mixed use development comprising residential units at [ground](#) and upper floors to be acceptable in this location. The principle of optimising the capacity of this previously developed site to include residential units is supported at a regional level within the London Plan, through policy GG2, as well as at the local level through Strategic Plan Policy SP1 and DMP policy DM10.

Provision of affordable housing

- 4.24 London Plan Policy H6 sets out the split of affordable products applied to residential developments should be;

- a minimum of 30 per cent low-cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes;
- a minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership; and
- the remaining 40 per cent to be determined by the borough as low-cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

To follow the Fast Track Route the tenure of 35 per cent of homes must meet the requirements set out above. The Fast Track Route is also available to applicants that elect to provide low-cost rented homes in place of intermediate homes, provided the relevant threshold level is reached.

- 4.25 Strategic Policy SP2 and DMP Policy DM13 requires developments to achieve a “maximum reasonable amount of affordable housing”. This approach should have regard to the Borough Wide target of 40% provision based upon habitable rooms, and a tenure split of 60% Affordable Rent/Social rent and 40% Intermediate Housing subject to viability.
- 4.26 Site Allocation SA21 states that development within the Clarendon Square Gateway will seek provision of affordable rent having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38.
- 4.27 A Financial Viability Assessment by Turner Morum LLP has been submitted in support of the application. The appraisal concludes that the residual land value generated by the development is below the benchmark land value and the proposed scheme incurs a deficit even when the affordable contributions are reduced below the level required by policy. As such, no surplus is generated to support affordable housing provision, however the applicant is prepared to deliver the scheme with a provision of two shared ownership units, without prejudice to the findings of the viability report. The applicant will instruct an independent assessor to assess the viability report during the course of the determination of the application.
- 4.28 Overall, the Report demonstrates that London Plan policy H6; Strategic Policy SP2 and DMP Policy DM13 have been considered and the proposed development does not generate a surplus that would support the provision of affordable housing. However, as noted, the applicant is prepared to deliver the scheme with a provision of two shared ownership units without prejudice to the findings of the viability report. The viability report will be reviewed in full by an independent assessor during the determination period.

Design, height, scale and massing

- 4.29 London Plan policy D3 requires higher density developments to be promoted in locations which have the good access to services, infrastructure and public transport. It further states that the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.
- 4.30 London Plan Policy D11 sets out that development proposals should maximise building resilience and minimise potential physical risks, including those arising as a result of extreme weather, fire, flood and related hazards. Development should include measures to design out crime.
- 4.31 Strategic Policy SP11 states that the Council will not accept design that is considered inappropriate to its context, or which fails to take opportunities to improve the character and quality of an area and the way it functions (paragraph 6.1.4).
- 4.32 DMP Policy DM1 states all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 4.33 DMP Policy DM6 requires all development proposals to be an appropriate scale which respond positively to the site’s surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1.

- 4.34 DMP Policy DM12 part A seeks all development to be of a high quality, taking account of the privacy and amenity of neighbouring uses. DMP Policy DM13 requires all development proposals to be an appropriate scale which respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1.
- 4.35 Site allocation SA21 sets out that the height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- 4.36 Following feedback providing during pre-application discussions and the QRP, a number of design amendments have been made to the scheme including the removal of the two storey house and the re-location of the refuse store to be accommodated within Block B, which allows for the provision of on site servicing. A pedestrian route from Hornsey Park Road to the west boundary of the site is proposed, providing access to the development and multifunctional courtyard space. The Designing out Crime Officer (DOCO) advised that the scheme should incorporate a gated access at the east and west of the site that will be available for use by to the public during daylight hours and controlled by fob access for residents after dusk. However, following discussions with the Council and following the DM forum, it was concluded that the site should only be gated on the west, in line with the Council's advice. As such, the proposed scheme was amended to include gated access that will be fob controlled from dusk to dawn on the west boundary.
- 4.37 In terms of design amendments to the buildings, the two façades fronting the courtyard have been sited to allow for a clear view through the site. The initially proposed circular plant room/landscape feature has been removed to create a more useable space. Taking on feedback from the QRP Chair's Review, the proposed elevations facing the existing housing on Hornsey Park Road have been further articulated to create a softer outlook for the existing properties and their amenity spaces. Design cues from the neighbouring schemes to the west of the site have also been incorporated through the use of the red brick material in three different shades; the mid and darkest ones are used to express a break in the volumetric composition of each block and the lightest one applied to differentiate the lowest levels.
- 4.38 The design and materiality are contemporary and appropriate within the emerging urban context, and the proposal makes a positive contribution to the local urban environment and improves the overall appearance of the site from what is there currently. The outdoor communal space is well-designed and overlooked, and therefore creates a safe and pleasant environment for residents.
- 4.39 In addition, the cycle store located at ground floor in the north west corner has been designed so as to ensure a light weight structure can be delivered over the existing culvert running on the west boundary of the site. The cycle store will be accessed through a set of gates, carefully positioned so they are visible from the pedestrian through route and proposed landscaped courtyard, the access to the cycle store will be well lit for future occupants use.
- 4.40 Block A comprises stepped massing made up of ground plus three, four and five storey elements. Block B is also stepped in massing, ranging from a part single storey element to a ground plus four storey element including attenuated and screened plant at roof level. Feedback from the Quality Review Panel set out that *the height and massing work well to mediate between the two storey Victorian terraces along Hornsey Park Road, and the nine to eleven storey buildings in the emerging context to the north and west*. In terms of the house that was proposed as part of the previous schemes, the Quality Review Panel considered that *the loss of this unit could be compensated for elsewhere*, demonstrating that the principle of increasing the massing was supported by the QRP.
- 4.41 With the removal of the two storey house, the proposed development is considered to sit suitably in the surrounding context in terms of height. The part four storey elements on the east of the site are considered to provide a gentle transition from the two storey Victorian properties on Hornsey Park Road, stepping up to the west of the site to part five and six storeys. This is considered to bridge the gap to the new and emerging developments to the north and west of the site which will comprise nine to eleven storeys in height. The proposed development is situated in an appropriate distance from the existing properties on Hornsey Park Road, due to the existing deep rear gardens and careful orientation on site.

- 4.42 Overall, it is considered that the design amendments following feedback from pre-application meetings and the Quality Review Panel have been successfully incorporated into the proposed design. It is considered that the proposed development comprises of a high-quality design that is in keeping with the character of the surrounding area in accordance with DMP Policy DM12 part A. The proposed design and general layout have been designed to maximise permeability, legibility, and visual connections throughout the site whilst seeking to deliver a safe and secure site that will benefit the future residents of the scheme and visitors to the area in accordance with London Plan Policies D3 and D11. The height, scale and massing of the proposed development is considered to be of an appropriate scale in relation to other buildings in the immediate vicinity and therefore is considered compliant with Strategic Policy SP11, Development Management Plan Policy DM6 and DM13, and in accordance with site allocation SA21.

Housing Mix

- 4.43 London Plan policy H10 sets out that schemes should generally consist of a range of unit sizes. The appropriate mix of unit sizes should consider 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.
- 4.44 Strategic Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs by maximising the supply of additional housing to meet and exceed the minimum target of 19,802 homes from 2011-2026.
- 4.45 DMP Policy DM11 part A states that mixed use development comprising residential accommodation should take into consideration:
- Individual site circumstances, including location, character of its surrounds, site constraints and scale of development proposed;
 - The target mix for affordable housing, in accordance with Policies SP2 and DM13, and the Council's Housing Strategy;
 - The priority afforded to the delivery of affordable family housing; and
 - The need to achieve inclusive and mixed sustainable communities.
- 4.46 Policy DM11 part B states 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. Part C states the Council will not support proposals which result in an overconcentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.
- 4.47 The proposed housing mix comprises 47% one-beds 9 (including three studios), 40% two-beds and 13% three-beds. Whilst the scheme delivers a higher number of one and two bed units than three beds, it is considered to be acceptable given that 53% of units are two or three bed units. Therefore, the scheme delivers a higher number of two and three bed units than one beds. Two-bedroom units can still be adequately used by small families and of the two bed units, particularly as 12 of the two bedroom units are designed to be four-person units. The proposed studios have been designed to provide generous layouts, it is therefore considered that the provision of three studios will offer a more affordable type of property which is suitable for some, particularly younger people living alone. Importantly, during pre-application discussions the Council confirmed it was satisfied with the proposed unit mix. Given the local area has a large provision of family sized and three bedroom units, it is considered that the proposed mix of units is in accordance with Haringey's policies and suitable for the surrounding context.
- 4.48 The proposed development is located within the Wood Green Metropolitan Town Centre and is six to seven minutes away from Wood Green and Turnpike Lane Underground stations. Therefore, it is considered that the proposed housing mix with a higher proportion of one and two bed units is acceptable in this location. Importantly, the proposed housing mix was considered acceptable during the PPA by Council Officers.

Quality of accommodation

- 4.49 London Plan policy D6 states that housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. It further sets out where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm of private external amenity space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. 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.
- 4.50 DMP Policy DM12 part A seeks all development to be of a high quality, taking account of the privacy and amenity of neighbouring uses and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG.
- 4.51 The proposed residential units have been designed to provide high quality accommodation. All habitable rooms have substantial windows and receive good levels of daylight and outlook. The dwellings will have flexible living arrangements and adequate internal storage.
- 4.52 The residential units and proposed communal amenity space are considered to be provided with sufficient daylight and sunlight in accordance with BRE Guidance. This is demonstrated through the submitted Daylight and Sunlight report by T16 Design. The submitted report confirms that for the proposed dwellings, Target Daylight Factor has been used to give a realistic indication of the internal illuminance that will be experienced in the proposed development. The report confirms that all assessed habitable rooms meet and exceed the minimum levels of internal daylight. Therefore, the proposed development on Site B is compliant with BRE guidance. All units will be either dual aspect or triple aspect and there are no single aspect units proposed. The room sizes for all units adhere to the standards set out in Table 3.1 of the London Plan.
- 4.53 Generous private amenity spaces are provided in the form of balconies, terraces or gardens for all units, meeting or exceeding London Plan requirements. The Quality Review Panel raised concerns regarding the quality of the private amenity space for a ground floor unit in Block A due to the amenity space being partially located beneath the floor above, which extended out over it. The cantilevered overhang, which the QRP previously raised concerns over, has now been removed and the amenity space would not be overshadowed by the floor above. It is therefore considered that all units are provided with high quality private amenity space, as well as shared amenity space in the form of the central courtyard.
- 4.54 The GLA's population yield calculator has been used to calculate the child yield occupancy of the proposed residential scheme, showing a total yield of 8.5 children requiring 85sqm of playspace on site.
- 4.55 Given the small scale of the site, the scheme is limited in terms of how much playspace can safely be accommodated on site. However, the development achieves the on site provision of playspace for all ages (0-17) totalling 86 sqm. It is considered that the existing playspace in the local area will also serve the development. Nearby, Clarendon play area is located within a two-minute walk (138m) south of the site and to the north Wood Green Common is a seven-minute walk away (480sqm), therefore while the on site playspace provides for all ages groups, nearby playspace will further meet the needs for the 12-17 age group.
- 4.56 Overall, it is considered that a high quality living environment has been achieved for the future occupiers and the proposal is therefore considered acceptable with regards to quality of accommodation in line with DMP Policy DM12 and guidance set out in the London Plan Policy D6.

Neighbouring amenity impacts including daylight considerations

- 4.57 London Plan Policy D6 states 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.

- 4.58 DMP Policy DM1 part D states development proposals must ensure a high standard of privacy and amenity for the development's 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. Proposed developments should 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.
- 4.59 The proposed development has been designed to ensure that it does not result in unacceptable impacts to neighbouring residents. On the south east elevation, the sixth floor on Block A and the fifth floor on Building B are stepped down one storey to ensure the massing responds to its context and does not appear visually intrusive for neighbouring residents. The gradual increase in massing ensures the outlook from existing residential properties is not unduly harmed.
- 4.60 The development on site has been designed carefully to ensure it does not result in any direct overlooking towards neighbouring residential properties. The windows at first to third floor levels on the east elevation and first and second floor levels on the south elevation of Block A, and first to third floor levels on the south and north east elevations of Block B have been designed with the lower panel obscure glazed. The high level part of the window is proposed as standard glazing meaning they will provide daylight to rooms but will not provide outlook. These windows therefore will not result in overlooking to neighbouring properties and gardens, or the emerging neighbouring developments. Additionally, the existing long rear gardens of the properties along Hornsey Park Road provides a sufficient separation distance of at least 19m from the proposed development to the neighbouring residents. No balconies are proposed on the south east elevations to prevent direct overlooking into the residential dwellings on Hornsey Park Road. Those balconies on Block B that face towards the courtyard are proposed to include privacy screens to ensure the privacy of the gardens of properties on Hornsey Park Road is protected.
- 4.61 The development has also been designed to take account of potential impacts to the neighbouring developments at Clarendon Road and Brook Road. Windows serving habitable rooms that face towards these developments are limited. There is also a substantial separation distance between habitable room windows on the proposed development and habitable room windows on the neighbouring schemes, ranging from 15m at the closest point, up to 31m. Additionally, the windows at lower floor levels on Blocks A and B are significantly screened by boundary treatments and existing trees. The relationship between the development and the neighbouring schemes is therefore considered appropriate for an area that is undergoing significant regeneration and growth.
- 4.62 It is considered that the proposed development protects residential amenities in terms of overlooking between the proposed development on site and the neighbouring residents on Hornsey Park Road in accordance with the London Plan Policy D6 and DMP Policy DM1.

Daylight and sunlight

- 4.63 A daylight and sunlight assessment has been submitted with the application, prepared by T16 Design. The report includes an assessment of the below properties and any shortfalls to the assessed properties reported in the daylight assessment are discussed below:
- 151-157 Hornsey Park Road;
 - 159A-171 Hornsey Park Road;
 - Gasworks scheme (under construction): building D3 approved west elevation (ref. HGY/2017/3117);
 - Gasworks scheme (under construction): building D4 approved south elevation (ref. HGY/2017/3117);
 - Gasworks scheme (under construction): building D4 approved west elevation (ref. HGY/2017/3117); and
 - Brook Road scheme (approved): approved south elevation (ref. HGY/2017/2886).

- 4.64 As set out in the report, the Vertical Sky Component (VSC) has been calculated for each of the 201 assessed windows that are existing and proposed. Of those assessed, over 80% of windows meet the stringent BRE guidance by virtue of retaining a VSC in excess of 27% or 80% of their existing values. All the existing windows (those already constructed, including those serving existing properties on Hornsey Park Road) meet BRE Guidance. The windows that fall short are all within the unbuilt developments on the Brook Road site and the gasworks (Clarendon Road) site (refs. HGY/2017/2886 and HGY/2017/3117). Some of those windows that do not meet the BRE guidance are designed within deep recessed balconies which means the windows have a narrow “view” of the sky. This is seen when comparing window 192 and 197 on the Brook Road scheme. Window 197 is located in a recessed balcony and falls slightly short of the guidance. In comparison window 192, located adjacent to window 197, is not located within a balcony but meets the BRE guidance. It is considered that the balcony is the primary factor causing a greater loss of daylight. As confirmed in the report, overall, 91% of relevant windows meet the GLA Hearing Representation (ref: D&P/3067/03) recommendation for windows in urban locations to have a VSC in the “mid-teens”. Further testing has been undertaken of those windows that do not meet the BRE guidelines on VSC using the more detailed and representative ‘No Skyline’ (NSL) assessment of approved floor plans, as discussed in further detail below.
- 4.65 As set out in the daylight report, under the NSL assessment, approximately 95% of the assessed rooms retain daylight in excess of 80% of their respective areas in full compliance with the BRE guidance. This is considered a high level of compliance in regards to the BRE guidance for an urban area. It is therefore considered that the impacts to daylight for existing and future developments is acceptable, taking into account the VSC and NSL results.
- 4.66 With regards to sunlight impacts results, as set out in the submitted report, the BRE guidance states that only windows which face within 90 degrees of due south need be assessed for sunlight provision. Annual Probable Sunlight Hours (APSH) has been calculated for both the existing and proposed windows that face within 90 degrees of due south. The results set out in the daylight and sunlight assessment by T16 show that all of the assessed windows retain 25% of their existing annual sunlight hours and 5% of winter hours, or where this is not the case, 80% of existing sunlight hours, both annually and over the winter months. Therefore, the report concludes that the scheme is compliant with BRE guidance in relation to APSH.
- 4.67 The report also confirms that the impacts of the development on sunlight levels within the closest neighbouring residential gardens was assessed. The report confirms that the neighbouring gardens retain over 80% of their existing values and the proposed scheme is therefore compliant with BRE guidance in relation to sunlight impacts to gardens.
- 4.68 The daylight within the proposal has also been assessed using the Target Daylight Factor approach. The report concludes that all assessed habitable rooms within the proposed scheme meet and exceed the minimum levels of internal daylight. In addition, the sunlight to the proposed communal amenity space and playspace has been assessed. The BRE target sets out that the space must receive two hours of direct sunlight over 50% of its area on 21 March and the report confirms that the new amenity space receives sunlight hours in excess of the BRE target.
- 4.69 The report concludes that majority of the assessed properties comply with the BRE guidance for VSC, NSL and APSH. The report states that the proposed development is also fully in accordance with the BRE guidance in relation to impacts to sunlight within neighbouring residential gardens. In addition, the report concludes that the proposed scheme will comply with BRE targets in terms of daylight to proposed habitable rooms and the proposed communal amenity space. The shortfalls identified within the report should be considered flexibly as natural lighting is only one of many factors in site layout and design and care must be taken not to allow these factors to outweigh the benefits of the proposal. It is important to note that the BRE guidance specifically states that it is not an instrument of planning policy and that the stipulations within it should not be rigidly adhered to. It is therefore considered that the proposal as a whole is acceptable and does not result in any unacceptable harm to residential amenity, in accordance with London Plan Policy D6.

Accessibility

- 4.70 London Plan Policy D5 states that developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. London Plan Policy D7 states that residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings are required to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 4.71 Strategic Plan Policy SP2 states that 90% of new housing should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meeting Building Regulations requirement M4(3) 'wheelchair user dwelling', ensuring they are designed to be wheelchair accessible or easily adaptable for wheelchair users. Units should range in size to accommodate various living needs including growing families and live-in carers.
- 4.72 The proposal provides a total of 32 residential units across Blocks A and B. Across both buildings, three wheelchair user dwellings that comply with Approved Document M, Part 1, M4(3) are proposed. This represents 9.4% of the total units. The remaining 29 units have been designed to be fully compliant with the Approved Document M, Part 1, M4(2) Category 2: Accessible and adaptable dwellings.
- 4.73 There is a minor shortfall against London Plan Policy D7 as the full 10% of M4(3) units has not been achieved by only 0.6%. The minor deviation from policy D7 is considered to be acceptable in this instance as the development is limited in size. The site is also constrained by the requirements of the site allocation and the presence of the culvert, which limit the developable area. The proposal is therefore considered to be acceptable in regards to policy D7 and policy SP2.

Transport and servicing

- 4.74 London Plan Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking. Part G of the policy states that where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Table 10.3 sets out that proposals within Metropolitan and Major Town Centres should be car-free.
- 4.75 Policy T6.1 relates to the provision of disabled persons parking and states that disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon
- 4.76 London Plan policy T5 seeks the provision of short-stay and long-stay cycle parking spaces in development proposals. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- 4.77 Chapter 8 of London Cycling Design Standards sets out guidance on the planning and design of high-quality parking facilities for all cycle users. Paragraph 8.2.1 states that where cycle stores are indoors, the store should be step-free. It is recommended that at least 5 per cent of all cycling spaces should be capable of accommodating a larger cycle.
- 4.78 Strategic Plan Policy SP7, in line with the London Plan, states that the Council will adopt maximum car parking standards and car free housing wherever feasible. The Council will promote public transport, walking and cycling (including minimum cycle parking standards).

4.79 Site Allocations SA21 states that the site is suitable for car free development due to its good, and improving, public transport access. The guidance states a new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site. Policy DM31 states that the development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

4.80 A transport statement has been prepared by Velocity and submitted in support of the application. The key findings of the report are summarised below.

Parking

4.81 The proposed development is car free aside from three blue badge spaces that will be provided on site from the outset, equating to provision for 9.3% of the proposed residential units. This provision exceeds the requirements of the London Plan, which requires the provision of parking spaces for 3% of the units from the outset. The proposed blue badge spaces will be allocated to the wheelchair accessible dwellings. The provision of three disabled spaces from the outset goes beyond the requirements of the London Plan and is therefore considered acceptable.

4.82 In terms of cycle parking, as confirmed in the submitted report, the development provides 55 long stay cycle parking spaces within a secure and covered store in the northern part of the site for use of the residential units. A fob-controlled gate is proposed to be installed on the pathway adjacent to the playspace to ensure that the cycle store is only accessible to residents. A further two short-stay cycle spaces are proposed within the courtyard for visitors to the residential units. One short stay and one long stay cycle parking space are proposed for use of the commercial unit. The provision of cycle parking is wholly in accordance with the requirements of the London Plan.

Pathway

4.83 The proposed development includes a pedestrian and cycle pathway that will provide access from Hornsey Park Road to the gate on the west boundary of the site. In the future, it is anticipated that the Iceland development site will link to this pathway and will provide a link through to Brook Road. As the Iceland site is located on land outside of the applicant's ownership, it is not possible for the site to deliver a pathway through to Brook Road. However, when the pathway is delivered on the neighbouring site through to Brook Road, the part of the pathway on the application site will be opened up for public use. As discussed with the Council during the pre-application process, the pathway will be gated with fob-controlled gates. It will be open during daylight hours and secured from dusk until dawn for reasons of safety and security. The proposal therefore meets the requirements of SA21 as the development delivers a pedestrian/cycle connection through the site, contributing to the aim of the site allocation to secure an east-west link from Hornsey Park Road to Clarendon Square. The remaining part of the route that will be located to the west of the site will be required to be delivered as part of the proposals on the Iceland site. The route is shown on the submitted landscaping plan.

Delivery and servicing

4.84 In accordance with pre-application feedback received from the Council, the refuse store is proposed to be located on the site. On collection day, it is proposed that a refuse collection vehicle will enter the site, collect the refuse, turn around on site and then exit in forward gear. Swept path analysis is included in the transport statement that demonstrates that a refuse vehicle can safely turn on site. The refuse store comprises five 1100 litre bins and one 720 litre bin for refuse, five 1100 litre bins and one 720 litre bin for recycling, and one 360 litre bin for food waste, in compliance with Haringey's standards.

4.85 As set out in the Transport Statement, servicing and deliveries are also proposed to take place on site. The statement predicts that the residential units will generate six two-way servicing trips. The commercial units are expected to generate one or two two-way servicing trips.

- 4.86 The development as a whole is found to not result in any unacceptable highways impacts. The site is located within a sustainable location; provides disabled parking spaces in excess of the London Plan requirements; provides a London Plan compliant number of cycle spaces within a secure and covered store; accommodates all servicing on site; and provides adequate refuse storage within a dedicated store.

Landscaping

- 4.87 London Plan Policy G5 states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Policy G5 states that the Mayor recommends an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential.
- 4.88 DMP Policy DM1 part C requires development proposals to demonstrate how landscaping and planting are integrated into the development as a whole. Successful landscaping schemes should provide an outdoor amenity for occupiers, space for refuse storage and car parking, and the sustainable management of flood risk and surface water drainage.
- 4.89 A comprehensive landscaping scheme has been developed throughout the site to ensure the outdoor environment is inviting, accessible, and inclusive. A courtyard providing a communal amenity area is proposed centrally in the site. The scheme proposes trees, shrubbery, paving, and seating. As noted, a dedicated play area is also proposed for children. The landscaping report states that it is expected that children will use the whole courtyard space for play, including scooting and cycling. Extensive green roofs are proposed on the fifth floor rooftop of Block B and on the roof of the refuse store. The green roofs will comprise native species that would aid with biodiversity and would attract wildlife. The private amenity spaces are proposed to include areas of paving and grass.
- 4.90 The design of the landscaping scheme has taken into account feedback provided by the QRP and feedback provided by Haringey's design officers. The scheme includes paving along the footpath adjacent to the access road, with a raised kerb detail to ensure the footway and road are clearly separated. Defensible planting is proposed adjacent to residential units at ground floor of Block A. Soft landscaping is also proposed along the access road to enhance the appearance of the site as it is accessed via Hornsey Park Road in accordance with feedback provided by officers. In accordance with London Plan policy G5, the scheme achieves an UGF score of 0.4.

Impacts to trees

- 4.91 London Plan Policy G7 focuses on London's urban trees, setting out that development proposals should ensure that, wherever possible, existing trees of value are retained. If the removal of trees is necessary, there should be adequate replacement based on the existing value of the benefits of the trees removed.
- 4.92 Strategic Plan Policy SP13 states that all development shall protect and improve sites of biodiversity and nature conservation, including private gardens through the protection, management and maintenance of existing trees and the planting of new trees where appropriate.
- 4.93 DMP Policy DM1 part C requires development proposals to demonstrate how planting can be integrated into the proposed development and should respond to the trees on and close to the site. Careful consideration should be given to the existing character of the site including its typology, existing trees and other natural features.

- 4.94 A tree survey and report has been prepared by SJA Trees and submitted with the application. The report recommends that trees 2, 3 and the group of trees (G1), should be removed to allow for the delivery of the new development. The proposed trees to be removed are category C trees. Given the poor conditions of the trees, it is not considered that their removal will have significant impact on the character or appearance of the area. No category 'A' or 'B' trees are proposed to be removed as part of the proposal. The report also includes recommendations for replacement tree planting which will mitigate the proposed removal of Category C trees, improve the age class balance of the trees on site, enhance the local landscape, and re-establish a framework for the ongoing and long-term character of the site. Replacement planting is set out in the accompanying Landscaping Scheme.
- 4.95 The tree survey identifies five trees (1, 5, 7 8 and 9) to be retained and pruned. The extent of pruning proposed to the trees is set out in the tree report to be moderately significant. However, it allows for the trees' retention and will provide screening, without significantly impairing their ecosystem services or diminishing their amenity as viewed from outside the site.
- 4.96 The tree report sets out that parts of the proposed buildings and hard surfacing will encroach within the root protection areas (RPAs) of five of the trees to be retained (1, 5, 7 8 and 9). Measures to minimise impacts on the retained trees and to protect them during demolition and construction include the erection of appropriate protective fencing, trunk wrapping, installation of ground protection, and all works including demolition, excavation, or above soil surfacing being undertaken or installed under the direct on-site control and supervision of an arboricultural consultant.
- 4.97 The tree report confirms that none of the proposed apartments, private gardens or amenity space are likely to be shaded by retained trees to the extent that this will interfere with their reasonable use or enjoyment by incoming occupiers and is considered unlikely to lead to demands for felling or severe pruning of trees.
- 4.98 The tree report concludes that no existing trees of high landscape or biodiversity value are to be removed as a result of the proposed development and none of the main arboricultural features of the site are to be removed. As all trees of significant value and importance to amenity will be retained, and there is opportunity within the proposal for replacement planting, it is considered the proposed development will protect, maintain and enhance the main arboricultural features of the site and is in accordance with London Plan Policy G7 and Strategic Plan Policy SP13.

Environmental and sustainability considerations

- 4.99 London Plan Policy SI 2 sets out that residential development should achieve 10% minimum on-site reduction of beyond Building Regulations through energy efficiency measures. London Plan Policy S12 states that major development should be net zero-carbon. The energy hierarchy principles of be lean, be clean, be green, and be seen should be implemented in order to reduce greenhouse gas emissions and minimise energy demands.
- 4.100 London Plan Policy SI 4 states that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems.
- 4.101 London Plan Policy SI 13 Sustainable Drainage of the London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 4.102 London Plan D14 states proposed development should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses.
- 4.103 DMP Policy DM21 states proposed development will be expected to consider and implement sustainable design, layout, and construction techniques. Proposals should apply the energy hierarchy to minimize energy use in order to meet or exceed, minimum carbon dioxide reduction requirements. Opportunities to enhance biodiversity on-site should be maximised, through appropriate landscaping,

Sustainable Drainage Systems, living roofs and green walls. Wherever possible, building materials with high environmental performance ratings should be used.

- 4.104 DMP Policy DM22 states that proposals that contribute to the provision and use of Decentralised Energy network infrastructure will be supported. All major development located within 500 metres of a planned future DE Network, which is considered by the Council likely to be operational within 3 years of a grant of planning permission, will be expected to secure connection to that network subject to demonstration of technical feasibility and financial viability.
- 4.105 DMP Policy DM23 states all development proposals should consider air quality and be designed to Improve or mitigate the impact on air quality in the Borough and on the occupiers or users of the development. Air quality assessments will be required for all major development and other development proposals, where appropriate. In terms of noise and vibration, proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 4.106 DMP Policy DM28 states that all major development will be required to investigate and secure the implementation of measures to restore culverted sections of the river or watercourse which are on site. Further to this, sites with existing culverts will be expected to investigate the feasibility of de-culverting within the Flood Risk Assessment.
- 4.107 Within the draft Wood Green Area Action Plan any development on the Clarendon Road site allocation should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be de-culverted is explored.

Air quality

- 4.108 The whole of Haringey has been designated an Air Quality Management Area (AQMA) as a result of high nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀) concentrations, primarily associated with road traffic exhaust emissions. The development is located within this AQMA and the assessment focuses on these pollutants.
- 4.109 In support of the application, an air quality assessment has been carried out by SRE to consider the site's suitability for the proposed use. The air quality assessment determined the baseline conditions at the site, considered its suitability for the end use, and assessed the potential effects associated with the scheme.
- 4.110 An Air Quality Assessment (AQA) has been undertaken in line with Policy SI 1 of the London Plan. The air quality assessment determined the baseline conditions at the site, considered its suitability for the end use, and assessed the potential effects associated with the scheme. The AQA has modelled results which suggests that annual mean concentrations of NO_x, NO₂, PM_{2.5} and PM₁₀ are all within the current UK objectives. Therefore, the local air quality is considered to be suitable for future residents. The proposed energy strategy does not incorporate gas-fired or solid-/oil-fuelled heating systems and therefore there are no associated Nitrogen Oxides (NO_x) emissions during the operation of the building.
- 4.111 During the construction and demolition phases, the impact on air quality, dust and other pollutant emissions from the proposed development will be assessed at each phase. However, with risk appropriate mitigation including but not limited to wheel washing during construction; dampening with water to reduce excessive dust generation during cutting and sawing; haul route frequently swept and dampened the residual effects are not considered significant.

Energy and sustainability

- 4.112 In support of the application an energy and sustainability statement has been prepared by Irvineering Limited. The chosen energy strategy includes 'Lean' passive and active design measures and 'Green' technologies including photovoltaic array connected to the residential units and air source heat pumps proposed for the commercial unit within the scheme. Future proofing for the provision for 'Clean' measures to connect to the District Energy Network (DEN) have also been incorporated as part of this scheme, if a DEN does come forward in this area in the future.

- 4.113 The energy and sustainability statement demonstrates that the proposed commercial unit and residential units will achieve 88% overall regulated CO2 reduction against 2021 Part L compliant baseline; 79% overall regulated CO2 reduction by renewable sources; and 10% overall regulated CO2 reduction by efficiency measures. The proposed scheme implements low U-values, air permeability, high efficiency ventilation with heat recovery and high efficiency lighting. The proposal also incorporates Air Source Heat Pumps (ASHP) and solar PV as renewable sources energy sources. [A payment of £9,768](#) is proposed to offset the remainder of the regulated CO2 emissions of the proposed scheme. The proposal fully implements the energy hierarchy principles of be lean, be clean, be green to reduce greenhouse gas emissions and minimise energy demands in accordance with London Plan Policy SI 2.
- 4.114 The energy strategy was discussed with officers at Haringey prior to submission of the application. Following advice received from officers, the scheme has been designed so that it is able to connect to a DEN if a DEN becomes operational within the vicinity of the site in the future. An additional plant room is shown on the ground floor plan that will include the plant required to connect to the DEN in the future, if a DEN were to become operational.

Overheating

- 4.115 Overheating and thermal comfort assessments have been carried out in accordance with London Plan Policy SI 4 Managing heat risk and the results are set out in the submitted energy and sustainability report by Irvineering. The proposed scheme follows the London Plan cooling hierarchy. The report demonstrates that all tested residential units meet the TM59 thermal comfort overheating criteria using the main TM49 weather file (DSY1) for the 'future near extreme summer', demonstrating that the building is resilient to overheating during its lifetime. Mechanical cooling is not necessary for the residential units. The commercial unit is expected to have mechanical cooling, however solar control glazing with g-value of 0.2 is proposed for commercial unit in order to minimise solar gains.
- 4.116 Therefore, the report carried out by Irvineering demonstrates that the proposed commercial and residential units minimise the potential for internal overheating and reliance on air conditioning systems in compliance with the London Plan Policy SI 4.

Noise

- 4.117 A noise survey has been carried out by RBA to measure ambient noise levels in the area. The noise survey established existing background noise levels in the area to ascertain any mitigation measures that need to be incorporated in the design to ensure that the proposed residential units do not experience any undue harm through noise and disturbance. The report also includes an assessment of the noise generated by the proposed plant and includes details of the required acoustic louvres to ensure the plant does not result in harm to existing or future residents.
- 4.118 The noise report determines that all façades of the proposed development are classed as low risk for adverse effect in terms of noise for both the daytime and night-time. The report suggests double-glazed windows are used to achieve suitable internal noise levels.
- 4.119 The proposed roof plant has been included in the noise report to ensure it meets noise emission limits in compliance with the anticipated requirements of the London Borough of Haringey. The criterion advised is that the plant noise level should not exceed a level of 10 dB below the lowest measured noise level on site. The noise assessment sets out that with the plant fully enclosed in acoustic louvres, the predicted plant noise will fall below the criteria that is anticipated by the London Borough of Haringey. The accompanying noise report details a suitable specification for the acoustic louvres.
- 4.120 If the above measures are implemented, the proposed development will not result in unacceptable harm to the future residential occupants of the proposed development or neighbouring residential properties. Overall, the proposed development is in line with London Plan Policy D14 and DMP Policy DM23.

Drainage

- 4.121 The Environment Agency Flood Map shows that the entirety of the site is located in Flood Zone 1 and is considered to have a low probability of flooding. A culvert is located beneath part of the site (the Moselle). An aim set out in site allocation SA21 is to explore opportunities to de-culvert the Moselle. The site is also located within a defined Critical Drainage Area (CDA). A Drainage Strategy has been undertaken by RGP in support of the application which sets out the full details of the drainage strategy.
- 4.122 The surface water drainage strategy states that the existing culvert is approximately 3m below ground level. As part of the proposed development, the cycle store which is located directly over or near the culvert has been designed to be a lightweight structure. Options have been explored to de-culvert the Moselle River, however as it is not de-culverted up or down stream it results in limited options to successfully and safely de-culvert the Moselle on site. It is also understood that the flow rate varies seasonally which would result in design implications on site.
- 4.123 The surface water drainage strategy states that approximately 50 cubic meters of storage is required to attenuate runoff from the site. The proposed permeable paving will provide sufficient treatment and the proposed landscaping will treat the runoff from the roof on Building A and B. The drainage strategy has been designed to manage runoff from all areas of the site, hence no allowance is required for future development. Therefore, the proposed development is considered to be in accordance with London Plan Policy SI12 and DMP Policy 28.

Ecology

- 4.124 In support of the application a Preliminary Ecological Appraisal has been carried out by the Ecology Partnership. The purpose of the report is to classify details of the existing ecology of the site, its potential for relevant protected species and how the development will enhance the ecological value of the surrounding area.
- 4.125 A biodiversity metric assessment has also been carried out by the Ecology Partnership. The assessment demonstrates that the proposal results in a +164.09% gain in biodiversity. Given the significant biodiversity net gain (+164.09%), the assessment states that the trading rule should not be considered a determining factor for the site to achieve a biodiversity net gain.
- 4.126 The report concludes that the site has limited ecological value. Given the limited habitat identified on site, it is considered that that site has 'negligible/low' suitability for foraging and commuting bats. Ecological enhancements recommendations to mitigate any impact of the development on biodiversity are outlined in the report to ensure that the site is improved for wildlife and a gain for biodiversity is secured in line with national and local policy. No further surveys are recommended to be undertaken within the report.

Fire safety

- 4.127 London Plan Policy D12(A) requires all development proposals to achieve the highest standards of fire safety and provides a list of fire safety design requirements. Part B of the policy states that all major development should be submitted with a Fire Statement by an independent, suitably qualified assessor. London Plan policy D5(B)(5) requires development to be designed to incorporate safe and dignified emergency evacuation for all building users, and where lifts are installed, as a minimum at least one lift per core should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.
- 4.128 A Fire Statement prepared by FDS Consult UK has been submitted alongside the application to address London Plan Policy D12. The statements, carried out by FDS Consult, has incorporated a combination of complimentary passive and active fire protection measures to offer reasonable levels of safety. The report sets out that the following measures will be incorporated within the scheme: fire appliance access is provided via Hornsey Park Road; warning fire detection and alarm systems; sprinkler protection to limit fire growth and spread; and natural smoke control within common escape routes. The façade design follows appropriate guidance, and a focus is placed on using appropriate materials to help prevent fire spread and falling debris via the external walls of the building. The proposal therefore fully accords with the requirements of policy D12 of the London Plan.

5.0 Conclusions

- 5.1 This planning statement is submitted in support of a full planning application submitted on behalf of Trinity International Properties Limited at 157-159 Hornsey Park Road, London, N8 0JX for demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.
- 5.2 This statement provides a comprehensive review of the national, strategic and local planning policy and guidance relevant to the proposals. It assesses the degree to which the proposals accord with the policies of the statutory development plan and considers other material considerations, in accordance with the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and the statutory tests for the determination of planning applications.
- 5.3 The proposed development has been fully assessed in relation to the relevant planning policy guidance and the statutory tests and, for the reasons set out within this statement, is considered that the proposal is fully in accordance with the aims of Haringey's adopted policy framework.

Benefits of the proposal

- 5.4 The key planning g benefits of the proposal are:
- Making the best use of an under-utilised, allocated, brownfield site through the delivery of a mixed-use development that delivers the aims of the site allocation SA21;
 - A significant enhancement to the appearance of the site through the delivery of contemporary and high quality architecture;
 - The delivery of 32 new residential units (including a proportion of the units as affordable), assisting Haringey in meeting its housing targets;
 - The delivery of a modern commercial unit that will be suitable for occupation by a range of occupiers and will activate the ground floor and central courtyard;
 - The proposal has been designed to be future proofed to enable connection to the DEN if the DEN does come forward in this area in the future;
 - The provision of well-designed, inclusive landscaped areas that include the provision of a new pedestrian route and a playspace within the central courtyard;
 - The development will be fully accessible and inclusive through the provision of wheelchair accessible dwellings and step-free access on all floor levels; and
 - A biodiversity net gain of 164.09% is achieved on site through proposals for greening and soft landscaping throughout the scheme.
- 5.5 The application is supported and has been informed by a number of technical reports listed within the introduction that demonstrates the proposal is acceptable and comprises a valid planning application.
- 5.6 This planning statement demonstrates that the proposed development is in accordance with key policies contained within the development plan as well as relevant emerging policies and should be approved without delay.