

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Number: HGY/2024/2851

Ward: Bruce Castle

Address: Community Centre, Selby Centre, Selby Road, Tottenham, London, N17 8JL

Proposal: Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings of 4 to 6 storeys to comprise of residential accommodation (Use Class C3); and commercial accommodation (Use Class E (a), (b), & (g)). With car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.

Applicant: London Borough of Haringey / Haringey Council (LBH)

Ownership: Public/Council

Case Officer: Philip Elliott

Date received: 16/10/2024

1.1 This application is being reported to the Planning Sub-Committee (PSC) for determination as it is a major application, where the Council is also the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The Selby Urban Village (SUV) project site straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE), on land owned by LBH.
- The SUV project is a partnership between Haringey Council and The Selby Trust to transform the Selby site and Bull Lane Playing Fields (BLPF) into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- Enfield's Planning Committee have made a resolution to grant the proposals on land in its jurisdiction as local planning authority for BLPF which include the new Selby Centre, sporting facilities, improved open space, and playspace.

- The proposal for your consideration relates to a housing development and retail unit on land within the jurisdiction of LBH which currently consists of the Selby Centre, two buildings to the north of the site, and land linking the site to Weir Hall Road to the west.
- The proposed development would meet the requirements of Site Allocation SA62: 'The Selby Centre', by providing a new community centre for The Selby Trust on Bull Lane Playing Fields as well as high-quality new homes.
- The proposal, which would consist of 4 separate buildings (Blocks A, B, C and D) ranging from 4 to 6 storeys in height would provide 202 new homes, all of which would be affordable council homes let at low-cost social rents to Haringey residents on the housing waiting list. Seventy-nine (39%) of the homes would be family sized with 3 or 4 bedrooms;
- The development would be of a high-quality design including very well-designed buildings which respect the visual quality of the local area, respond appropriately to the local context, and would not adversely impact on local heritage assets. The development is also supported by the Council's Quality Review Panel (QRP).
- The development would provide high-quality homes of an appropriate size, mix, and layout within a well-landscaped environment that links into the adjacent Bull Lane Playing Fields, consisting of high-quality new public realm areas including an improved park edge, and would also provide new amenity and children's play spaces, 95% of homes would be dual aspect.
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding loss of sunlight and daylight, outlook and privacy and excessive levels of noise, light or air pollution.
- The development would provide 21 car parking spaces all of which would be wheelchair-accessible which meets the requirements of the London Plan and would be supported by other sustainable transport initiatives including improvements to access and active travel routes; and
- The development would include a range of measures to maximise its sustainability and minimise its carbon emissions. The scheme would achieve a 91% reduction in carbon emissions. The development would achieve an Urban Greening Factor of 0.405, and a Biodiversity Net Gain of 17.53%.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement in the form of a Director's Letter providing for the obligations set out in the Heads of Terms below.

- 2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions and informatives as set out in this report provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 30th May 2025 or within such extended time as the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.5 Planning obligations are usually secured through a s106 legal agreement. In this instance the Council is the landowner of the site and is also the Local Planning Authority (LPA) and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement would instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission, measures would be agreed between the Council's Housing and Regeneration services and the Planning service, including the resolution of non-compliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing or successor shall confirm in writing (through a 'Director's Letter') that the payment of contributions for the matters set out below shall be made to the relevant departments at an agreed time.
- 2.9 The Director's letter would secure obligations that would ordinarily be secured through agreements under s106 of the Town and Country Planning Act 1990 and s278 and s38 of the Highways Act 1980.
- 2.10 Summary of the heads of terms for the development are summarised below, with more detail on obligations provided in the report:

- Affordable housing – 202 affordable council homes let at low-cost social rents
- Parking permit restrictions (Residents of the development shall be prevented from obtaining on-street car parking permits)
- Traffic Management Order (TMO) amendments (£4,000)
- Travel plan monitoring (£15,000)
- Controlled Parking Zone (CPZ) review and amendments
- Car club contributions
- Off-site highway works and highway improvements
- Stage 1 and 2 Road Safety Audit to be completed during the design stage of the above works
- Monitoring of construction works (£15,000)
- Carbon offsetting contribution to be agreed prior to implementation (re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages)
- Connection to District Energy Network (DEN) and backup/alternative solution with deferred offset contribution if DEN not implemented
- Employment and Skills plan and measures to reflect Employment and Skills requests
- Employment and Skills management and apprenticeship support contributions
- Obligations monitoring payment calculated in accordance with the monitoring fee requirements of the Council's Planning Obligations Supplementary Planning Document (SPD) as well as a reasonable financial contribution for monitoring Biodiversity Net Gain

2.11 Summary of the recommended conditions for the development is provided below:

Conditions Summary – (the full text of recommended conditions is contained in Appendix 2 of this report).

- 1) 3-year time limit (Compliance)
- 2) Development to be in accordance with approved plans (Compliance)
- 3) Removal of permitted development rights for commercial space (Class E) (Compliance)
- 4) Phasing Plan (PRE-COMMENCEMENT)
- 5) Accessible Homes (Compliance)
- 6) Commercial Unit - Opening Hours (Compliance)
- 7) Sustainability standards - non-residential unit (Pre-superstructure)
- 8) Residential – Noise Attenuation (Compliance)
- 9) Fire Statement (Compliance)
- 10) Landscape Details (Pre-superstructure)
- 11) Playspace (Pre-occupation)

- 12) Surface Water Drainage (LLFA) (Part PRE-COMMENCEMENT, part Pre-occupation)
- 13) Piling Method Statement (Thames Water) (Pre-piling)
- 14) Foul Water drainage (Thames Water) (Pre-occupation)
- 15) Water network capacity (Thames Water) (Pre-occupation 50%)
- 16) Water Efficiency Condition (Compliance)
- 17) Ecological Enhancement / Protection (Pre-occupation)
- 18) Lighting (Pre-occupation)
- 19) External Materials and Details (Pre-superstructure)
- 20) Living roofs (Pre-superstructure)
- 21) Climate Change Adaptation (Pre-superstructure)
- 22) Urban Greening Factor (Pre-occupation)
- 23) Energy Strategy (Pre-superstructure)
- 24) District Heat Network (DEN) Connection (Pre-superstructure)
- 25) Overheating (Pre-superstructure)
- 26) Energy Monitoring (At superstructure)
- 27) Sustainability Review (Pre-occupation)
- 28) Circular Economy (Pre-occupation)
- 29) Whole Life Carbon (Pre-occupation)
- 30) Secured by Design (Pre-superstructure)
- 31) Written Scheme(s) of Investigation for Archaeology (PRE-COMMENCEMENT)
- 32) Programme of Public Engagement for Archaeology (PRE-COMMENCEMENT)
- 33) Land Contamination (PRE-COMMENCEMENT)
- 34) Unexpected Contamination (If identified)
- 35) Car Parking Management Plan (Pre-occupation)
- 36) Cycle Parking (Pre-superstructure)
- 37) Delivery and Servicing Management Plan (Pre-occupation)
- 38) Vehicle Access Control (Pre-occupation)
- 39) Site Waste Management Plan (PRE-COMMENCEMENT)
- 40) Operational Waste Management Plan (Pre-occupation)
- 41) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 42) Public Highway Condition (PRE-COMMENCEMENT)
- 43) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 44) Management and Control of Dust (PRE-COMMENCEMENT)
- 45) Combustion and Energy Plant (Compliance)
- 46) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 47) Telecommunications (Compliance/pre-occupation)
- 48) Noise from building services plant and vents (Compliance)
- 49) Anti-vibration mounts for building services plant / extraction equipment (Compliance)
- 50) Arboricultural Method Statement (Pre-superstructure)
- 51) Design Guardian (PRE-COMMENCEMENT)

- 52) Selby Centre made operational prior to commencement (PRE-COMMENCEMENT)
- 53) BLPF and LB Enfield features made operational prior to occupation of LBH homes (Pre-occupation)
- 54) Biodiversity Net Gain (BNG) (PRE-COMMENCEMENT)

2.12 Summary of the recommended informatives for the development is provided below:

Informatives Summary – (the full text of Informatives is contained in Appendix 2 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Naming and Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Written Scheme of Investigation - Deemed Approval Precluded
- 10) Historic England's Guidelines
- 11) Maximise Water Efficiency
- 12) Minimum Water Pressure
- 13) Paid Garden Waste Collection Services
- 14) Sprinkler Installation
- 15) Designing out Crime Officer Services
- 16) Land Ownership
- 17) Site Preparation Works
- 18) Director's Letter
- 19) Revised Fire Statement required with any revised submission
- 20) Building Control
- 21) Building Regulations – Soundproofing
- 22) Thames Water – Proximity to Assets
- 23) Thames Water – Developer Services
- 24) Cadent Gas

2.13 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.

2.14 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.3) above, the planning permission be refused for the following reasons:

- 2.15 The proposed development, in the absence of a Director's letter securing 202 affordable council homes let at low-cost social rents would fail to deliver affordable housing and would be contrary to London Plan policy H4 'Delivering affordable housing', London Plan policy H6 'Affordable housing tenure', and Local Plan policy SP2: 'Housing'.
- 2.16 The proposed development, in the absence of a Director's letter securing parking permit restrictions, TMO amendments, Travel plan monitoring, CPZ review and amendments, car club contributions, off-site highway works and highway improvements, stage 1 and 2 road safety audits, and monitoring of construction works would be contrary to London Plan policy T1, T4, T5 and T6, and Local Plan policy SP7 'Transport', as well as Development Management Development Plan Document (DM DPD) policies DM31 and DM32.
- 2.17 The proposed development, in the absence of a Director's letter securing a carbon offsetting contribution and a connection to a DEN and backup/alternative solution with deferred offset contribution if a DEN is not implemented would be contrary to London Plan policies SI2, SI4, Local Plan policy SP4, and policies DM21 and DM22 of the DM DPD.
- 2.18 The proposed development, in the absence of a Director's letter securing an Employment and Skills plan and measures to reflect Employment and Skills requests, as well as Employment and Skills management and apprenticeship support contributions would be contrary to policy E11 Skills and opportunities for all in the London Plan and Section 7 Economic Development, Employment and Skills Training of the Planning Obligations SPD March 2018.
- 2.19 The proposed development, in the absence of a Director's letter securing an obligations monitoring payment would be contrary to the monitoring fee requirements of the Council's Planning Obligations SPD.
- 2.20 The proposed development, in the absence of a Director's letter securing a reasonable financial contribution for monitoring Biodiversity Net Gain would be contrary to Schedule 7A of the Town and Country Planning Act 1990.
- 2.21 In the event that the Planning Application is refused for the reasons set out in resolution (2.15-2.20) above, the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further Planning Sub-Committee Report application for planning permission which duplicates the Planning Application, provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Head of Development Management and Planning

Enforcement or the Director Planning & Building Standards within a period of not more than 12 months from the date of the said refusal, and
iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (2.1) above to secure the obligations specified therein.

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PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

Proposed Development

- 3.1 Planning permission is sought for the demolition of all existing buildings comprising the Selby Centre and the redevelopment of the site to deliver four new buildings. There would be 202 new homes (Use Class C3) across the new buildings which would be four to six storeys in height.

Figure 1 – Axonometric view of the site looking northeast showing the 4 new buildings on the existing Selby Centre site, with the new Selby Centre in Bull Lane Playing Fields in the London Borough of Enfield shown at the top of the image.



- 3.2 The development would also include car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure. There would also be a 92.6sqm retail unit (Use Class E (a), (b), & (g)) provided within Plot 7.
- 3.3 The four distinct buildings / blocks would be of 4 to 6 storeys and would be arranged across four plots that would be linked together by streets and

landscaping. The plots have been named 5, 6, 7, and 8 by the applicant. Plots 5 and 7 would be sited to the eastern side of the site, with Plots 8 and 6 located to the western side with a street running through the centre. See Figure 2 below which shows the different plots and the location of the retail unit (Plot 7), communal lobbies, and bike stores.

Figure 2 – Ground floor site plan identifying Plots 5-8.

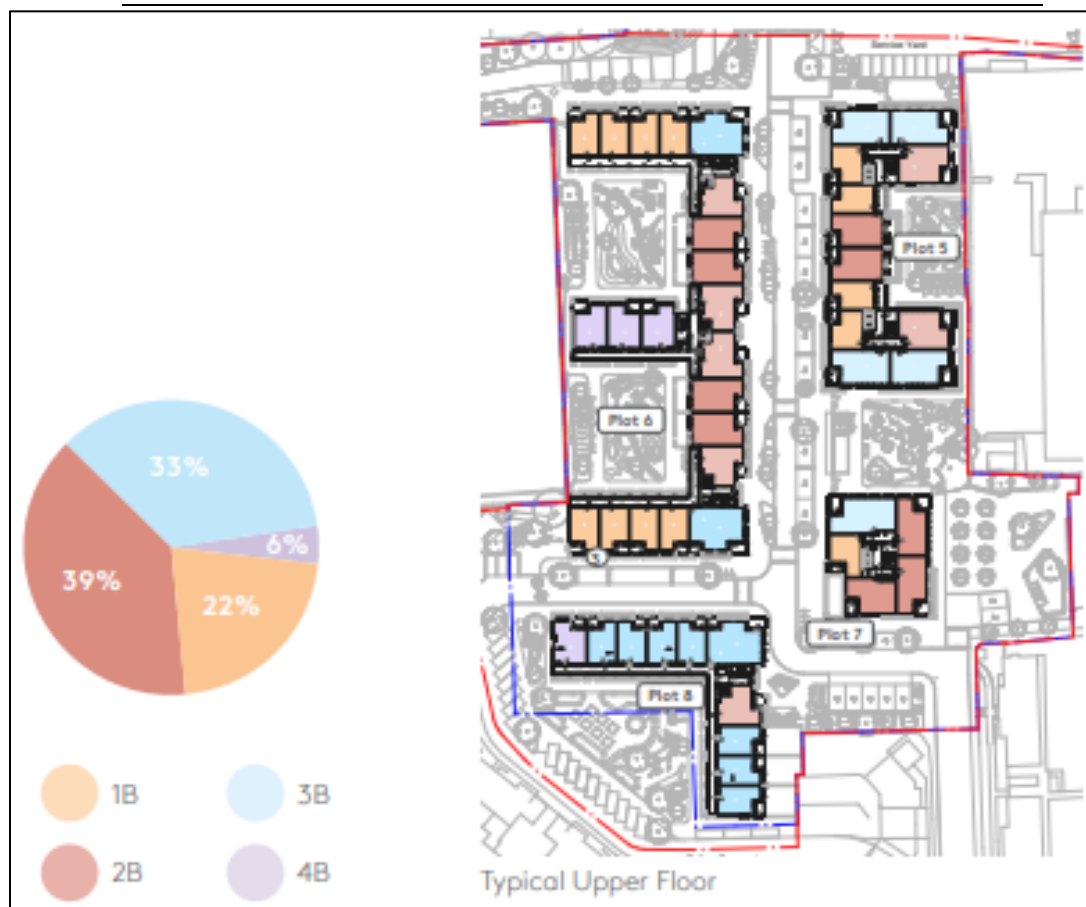


- 3.4 In terms of building typologies Plot 5 would be a courtyard building, Plots 6 and 8 would be mansion blocks with gallery access and courtyards that sit adjacent to the school and housing that borders the site to the west. Plot 7 would consist of an independent block that would mark the entrance space and contain the retail unit serving the new homes and wider community.

- 3.5 All of the 202 new homes proposed (equating to 653 habitable rooms) would be affordable council homes let at social rents. The homes would be spread across the plots with 64 homes in Plot 5, 87 homes in Plot 6, 25 homes in Plot 7, and 26 homes in Plot 8. In terms of unit mix the scheme would deliver a mix of 1, 2, 3, and 4-bed homes. Figure 3 below indicates the unit numbers/mix.

Figure 3 – Table showing the proposed mix and distribution above and percentages of bedspaces and locations in the image below.

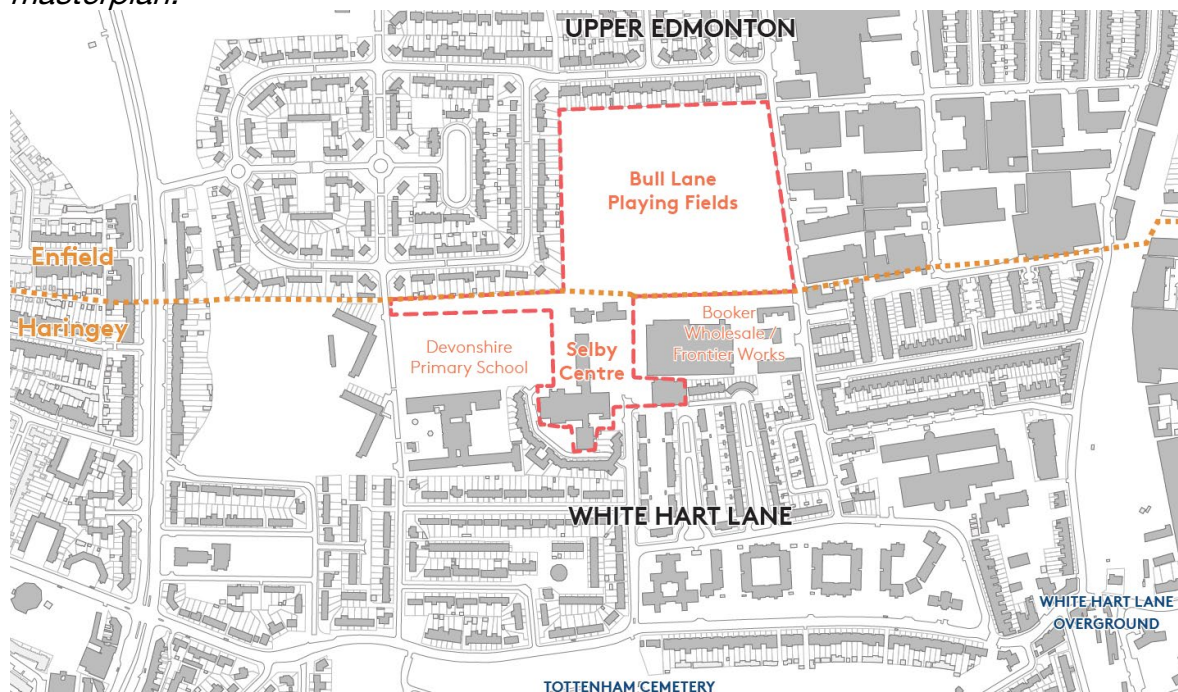
PLOT	1 BEDS	2 BEDS	3 BEDS	4 BEDS	TOTAL
5	18	23	21	2	64
6	20	38	22	7	87
7	5	15	5	0	25
8	1	3	19	3	26
TOTAL	44	79	67	12	202
Mix	22%	39%	33%	6%	100%



Selby Urban Village

- 3.6 The proposed scheme forms part of a wider masterplan named the Selby Urban Village (SUV) project. The project is a partnership between the Council and The Selby Trust, supported through £20million Levelling Up funding from the Government, to transform the Selby site into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- 3.7 The SUV project, whilst on land that is wholly in the ownership of the applicant (LBH), straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE) with the Selby Centre site and a strip of land linking it to Weir Hall Road falling within LBH and Bull Lane Playing Fields (BLPF) to the north falling within LBE.
- 3.8 As a result, there is a requirement to submit separate, albeit inextricably linked planning applications, to cover the elements of the project that fall within each of the two boroughs.

Figure 4 – Location Plan with orange dashed line showing the boundary between Enfield and Haringey splitting the Selby Urban Village project / masterplan.

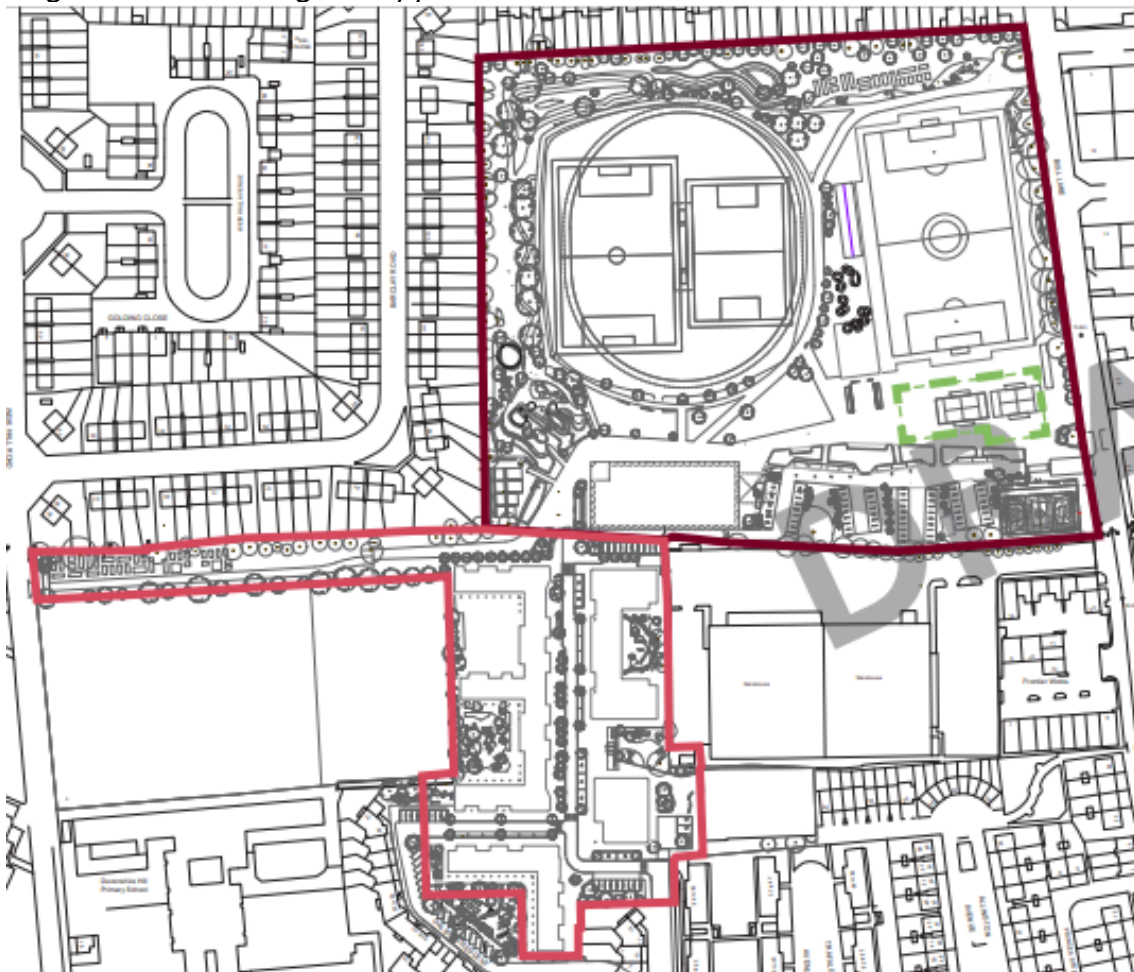


- 3.9 Three planning applications (Applications 1, 2, and 3) have been submitted in parallel by the applicant London Borough of Haringey (LBH). Application 2

would be delivered first to enable The Selby Trust to move to their new premises which would allow Application 1 to then be delivered:

- **Application 1** relates to the proposals that fall within LBH as described above under 'Proposed Development'; and
- **Applications 2 and 3** relate to those parts of the proposals that fall within London Borough of Enfield (LBE). Members of Enfield's Planning Committee have made a resolution to grant Application 2, Application 3 is yet to be reported to LBE's Planning Committee but is likely to be heard towards the end of April.

Figure 5 – Location Plan showing the extent of the boundaries of the 3 applications with the light red line indicating the Application 1 site area (LBH), the dark red line indicating the Application 2 area (BLPF in LBE) and the dashed green line showing the Application 3 site.



- 3.10 All three applications are for 'Council development' and are therefore submitted under Regulation 3 of the Town and Country Planning General Regulations 1992.

- 3.11 A single masterplan and associated delivery strategy has been produced which covers all three applications. The project is being delivered in partnership by Haringey Council and The Selby Trust through a steering group formed from both Councillors and Selby trustees.
- 3.12 Application 1 is as described above under 'Proposed Development'.
- 3.13 Application 2 involves the rejuvenation of Bull Lane Playing Fields (BLPF) in LB Enfield. The works include the construction of a new build replacement Selby Centre; a new sports changing pavilion; a Multi-Use Games Area (MUGA); a 3G football pitch; two padel courts; new grass junior football pitches, two cricket pitches and batting nets and other related formal and informal sport, leisure and play facilities and associated car parking; new and enhanced boundary treatments; enhanced pedestrian / cycle entrances into the park, and a network of new / enhanced pedestrian and cycle links within and through the park and new lighting.
- 3.14 Application 3 seeks outline permission for a new sports hall building on the part of the BLPF site identified for two padel courts in the Application 2 proposal. It is envisaged that this proposed new sports hall building would replace the existing Selby Sports Centre, which is currently located to the east of the existing Selby Centre in LB Haringey.
- 3.15 The applicant has identified that the funding for the proposed replacement sports hall is not yet in place and the uncertainty surrounding its deliverability has resulted in its removal from Application 2 and the submission in outline under Application 3.
- 3.16 The Selby Trust is pursuing fundraising for this element of the project, and it is anticipated that once funding is in place designs can be finalised and reserved matters submitted should it be granted by LBE.
- 3.17 Application 2 proposals include two padel courts on the site proposed for the new sports hall (Application 3). The applicant has confirmed that if the funding is not secured for the replacement sports hall within 12 months of a grant for Application 3 then the padel courts would be delivered.
- 3.18 Applications 1 and 2 are inextricably linked to one another because of what would in planning policy terms constitute a loss of the Selby Centre and its community floorspace from within the Application 1 site boundary. Without a replacement facility such a loss would be contrary to the Development Plan and therefore unacceptable in planning terms.

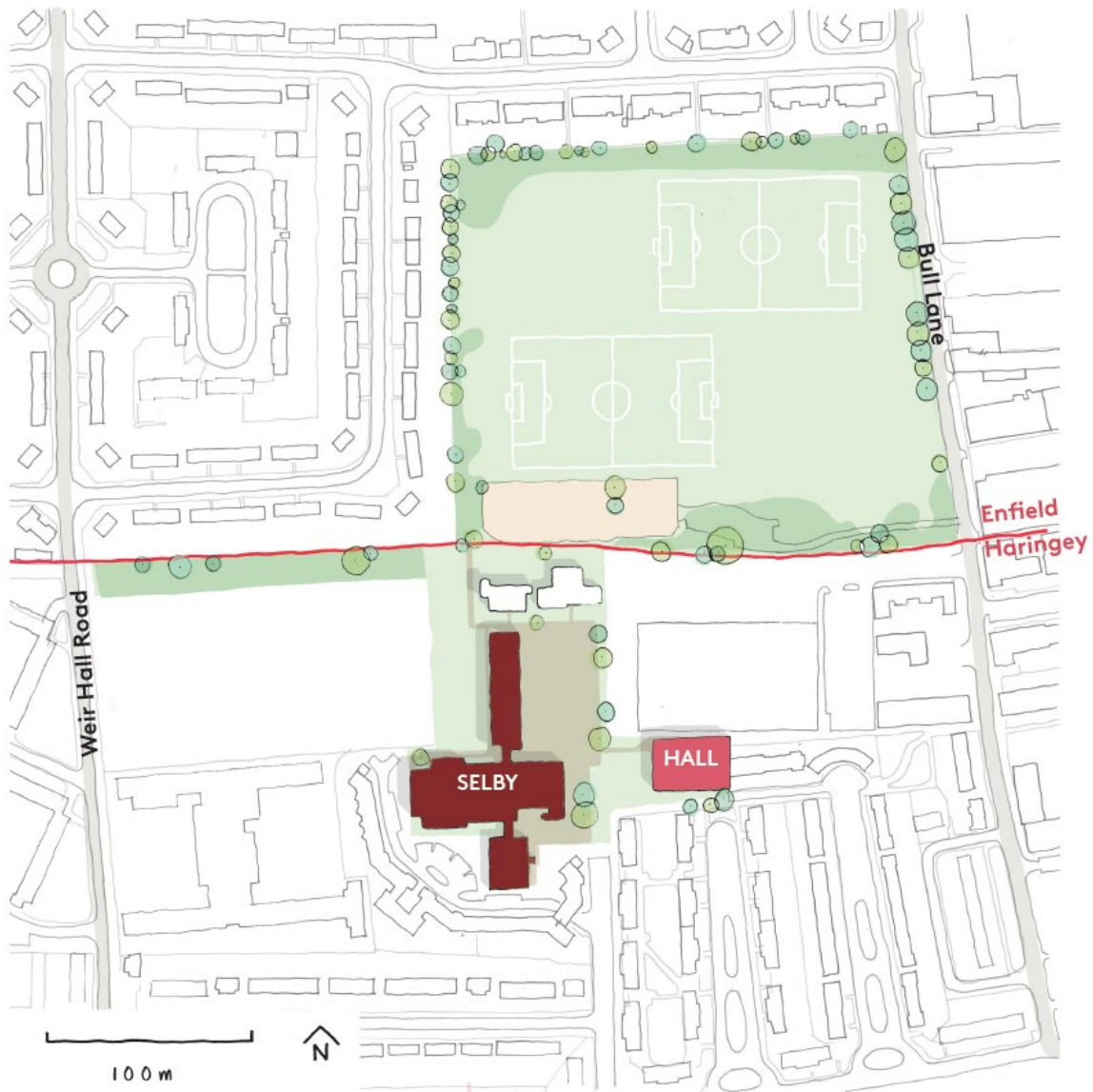
Site Location Details

- 3.19 The application site is located at the northern end of the borough on the boundary with the London Borough of Enfield and is situated between the A10 to the west and The Weaver London Overground Railway Line and Tottenham High Road to the east.
- 3.20 The application site contains the Selby Centre which comprises 6969.9sqm (GIA) of multi-functional community floorspace, There are also other buildings on the site as follows:
- North Block Annexe (2-storeys); and
 - Pavilion (single storey).

There is also the existing Sports Hall which would not be included in the proposals, would fall outside of the site, and would remain in situ.

- 3.21 These buildings are utilised by the Selby Trust for a mix of office use, education/ training, sport, and to host a wide range of community events, as follows:
- Food and Drink (Use Class E(b)): 331sqm (GIA);
 - Indoor Sports & Recreation (Use Class E(d)): 3362sqm (GIA);
 - Offices (Use Class E(g)): 1475 sqm (GIA);
 - Education (Use Class F1(a)): 1793sqm (GIA); and
 - Halls & meeting Places (Use Class F2(b)): 661sqm (GIA).
- 3.22 The site also includes a strip of land at the northern end of the site that forms the northern tip of Wier Hall Road Open Space and connects the site to Weir Hall Road to the west.
- 3.23 Immediately to the north of the site is the borough boundary with Enfield and Bull Lane Playing Fields (BLPF) which forms the site for Application 2 and a portion of which forms the site for Application 3.
- 3.24 BLPF has historically been used as playing pitches for cricket in the summer months and football outside of that, as well as for general recreation. The land is owned by Haringey Council. Figure 6 below shows the existing buildings on and around the Selby Urban Village site.

Figure 6 – Site Plan showing the Selby Urban Village site and immediate area.



- 3.25 Further to the north/northeast within Enfield is the Commercial Road and North Middlesex Estate Locally Significant Industrial Site (LSIS) and beyond that is North Middlesex University Hospital (North Mids). Further to the east and northeast is Joyce and Snells Estate in LBE which has permission for an estate regeneration scheme that could deliver approximately 1500 new homes.
- 3.26 The existing Selby Sports Hall and Queen Street Locally Significant Industrial Site (LSIS), lie to the east of the site. The largest building sited immediately to the east, which is currently occupied by Booker Wholesale, is the subject of a current planning application (LBH Planning Reference: HGY/2024/1203) which seeks permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation.

- 3.27 A decision is yet to be made on that application (at the time of drafting this report) as the s106 is still being negotiated.
- 3.28 Further to the east and southeast is Tottenham High Road, White Hart Lane Station, and the Tottenham Hotspur Stadium. This area has undergone significant change as a result of the stadium development as part of the Northumberland Development Project. White Hart Lane Station has also been rebuilt to improve access and support extra traffic on event days at the stadium.
- 3.29 The area to the west of the High Road (High Road West) has a number of permissions for residential-led mixed use redevelopment including an estate regeneration scheme that could deliver up to 2,900 new homes as well as commercial, office, retail and community uses.
- 3.30 Devonshire Hill Nursery and Primary School and Weir Hall Road Open Space lie to the west, and homes front onto Dalby's Crescent to the southwest. Further to the south is White Hart Lane and Tottenham Cemetery.
- 3.31 The neighbourhood around the site has developed gradually over time, resulting in a variety of homes and urban layouts. The majority are terraced homes, cottage estate typologies and industrial buildings of 2 to 4 storeys. To the west of the site on Weir Hall Road is The Weymarks which are residential blocks of 6 to 7 storeys.
- 3.32 The nearest station is White Hart Lane Overground station, located 650m to the southeast of the site (10-minute walk or 3-minute cycle). There are also several bus routes running along Bull Lane to the east, the A10 to the west, Wilbury Way to the north and White Hart Lane to the south.
- 3.33 The site has a Public Transport Accessibility Level (PTAL) of 2 but the applicant has carried out a manual PTAL calculation which indicates the site has a PTAL score of 3, which is moderate. The site is also located within the Tottenham Event Day Controlled Parking Zone (CPZ).
- 3.34 The site is in Flood Zone 1 but borders a Critical Drainage Area to the north and to the west.
- 3.35 The following designations are within 370-700m to the east within Haringey:
- Upper Lee Valley Opportunity Area
 - North Tottenham Growth Area & Tall Building Growth Area;
 - Site Allocation 'NT5' (High Road West), proposed for major mixed-use development;
 - Tottenham High Road North N17 Local Centre / Local Shopping Centre.

Relevant Planning History

Selby Centre History

- 3.36 The Selby Centre buildings were originally used as a secondary school which were vacated in 1983 when the school that occupied the site amalgamated with Wood Green School to form the present-day Woodside High School, located in Woodside Ward.
- 3.37 The buildings first became established as a multipurpose community space following the Broadwater Farm riots of 1985, when a group of residents and activists lobbied Haringey Council to provide the local community in North Tottenham with a community space.
- 3.38 The space, which became known as the Selby Centre, was run by Haringey Council up until 1990 when a lease was given to the Selby Trust - an organisation set up by local people to run and manage the centre as a multipurpose community and social enterprise centre.
- 3.39 The site has little relevant planning history beyond the change of use from a school to a community centre. A permission was also granted for part of the community use to be used as a nursery in the early 90s. Recently (over the past 10 years), permissions have been granted for the annexe building to be used as a Driving Test Centre on a temporary basis.

Environmental Impact Assessment (EIA) Screening

- 3.40 HGY/2021/3279: By virtue of the proposed number of homes proposed the proposal falls into Schedule 2, 10 (b) of the EIA Regulations. A Screening Opinion (SO) was therefore submitted by the project team on 15th November 2021. On 1st April 2022 it was confirmed that, based on the information provided, the proposal is not EIA development.

Selby Urban Village Applications 2 & 3 (London Borough of Enfield)

- 3.41 24/03470/FUL: **Application 2** – On 28th January 2025 members of Enfield Council Planning Committee unanimously resolved to grant planning permission, subject to conditions and a s106, for: Construction of a new build four-storey Selby Centre building comprising some 4,795sqm (GEA) of multi-functional space for use by a range of community related activities (offices, meeting rooms, restaurant/ cafe and nursery, education, a new community hall and other flexible spaces for hire (Use classes F2(b), F1(a), E(b, d, g)); a new single storey sports pavilion (Class e(d)) comprising 267.6 sqm (GEA) of floorspace and all associated plant and servicing infrastructure (including energy centre). A new vehicular access from Bull Lane; new/ replacement surface car and minibus parking; a floodlit 3-G playing pitch; a MUGA; a revised sports field layout (cricket and football); an outdoor gym; padel courts; children's play-

spaces; community growing space; new wildlife areas and surface water attenuation pond; new and enhanced boundary treatments; enhanced pedestrian/ cycle entrances into the Park and a network of new/ enhanced pedestrian and cycle links within the Park and associated lighting.

- 3.42 24/03634/OUT: **Application 3** – Redevelopment of space for a new indoor sports hall (Use Class E(d)). (OUTLINE All Matters Reserved). This application is currently under consideration by LBE officers at the time of drafting this report.

Booker Wholesale (39 Queen Street)

- 3.43 HGY/2024/1203: Planning Sub-Committee (PSC) members resolved to grant planning permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation. Date of Committee 07/11/2024 – Decision not yet made as s106 still being negotiated.
- 3.44 Other relevant planning history granted within Haringey to the east of the site around the High Road is as follows:

The Goods Yard and the Depot

- 3.45 HGY/2022/0563: Planning permission granted for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use. *Granted 02/07/2024.*

Southern Stadium Development

- 3.46 HGY/2015/3000 (as amended by HGY/2023/2137): Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of "appearance" and "landscape" are reserved in relation to the residential buildings and associated community and / or office building. Details of "appearance" and "scale" are reserved in relation to the sports centre building. Details of "appearance" are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and works to a Grade II Listed building for which a separate Listed Building application was granted (Ref: HGY/2015/3001). *HGY/2023/2137 Granted 08/04/2024. Part implemented.*

'The Printworks'

- 3.47 HGY/2023/2306 and HGY/2023/2307: Planning permission and listed building consent granted for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses. *Granted 04/03/2024*. Under Construction.

Northumberland Terrace

- 3.48 HGY/2020/1584 and 1586 (as amended by HGY/2022/1642): Full planning application for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road; hard and soft landscaping works; and associated works. *HGY/2022/1642 granted 22/02/2023*. Under construction.

High Road West (HRW) [Lendlease and Haringey Council]

- 3.49 HGY/2021/3175: Hybrid application – Outline planning permission granted for demolition of existing buildings and creation of new mixed-use development including residential (Use Class C3), commercial, business & service (Use Class E), business (Use Class B2 and B8), leisure (Use Class E), community uses (Use Class F1/F2), and Sui Generis uses together with creation of new public square, park & associated access, parking, and public realm works with matters of layout, scale, appearance, landscaping, and access within the site reserved for subsequent approval; and full planning permission granted for Plot A including demolition of existing buildings and creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works (EIA development). *Granted 31/08/2022*. Demolition works have been carried out on the detailed part of the permission.

Relevant planning history granted within Enfield:

Joyce and Snells Estate, N18

- 3.50 22/03346/OUT: Hybrid planning application (part detailed / part outline) for the phased demolition of all existing buildings and structures, site preparation works and the comprehensive residential-led mixed use redevelopment of the Joyce Avenue and Snell's Park Estates.

4. CONSULTATION RESPONSES

Applicant Consultation and Community Involvement

- 4.1 The applicant has submitted a sitewide Statement of Community Involvement (SCI), which details extensive and in-depth public consultation involving residents, businesses and community groups surrounding the site, the Selby Trustees; Selby licensees, management staff and users; National and Local Sport Advisory groups and other statutory and non-statutory consultees.

Quality Review Panel (QRP)

- 4.2 The Selby Urban Village project and the LBH scheme proposals have been presented to Haringey's Quality Review Panel on three occasions. The first two meetings included members of the London Borough of Enfield Design Review Panel, with the final meeting being a Chair's Review. The Panel's full written responses are attached in Appendix 6. The summary of the QRP's views following the final Chair's review were as follows:

The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.

Planning Committee Pre-Application Briefing

- 4.3 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 01/08/2024. The main topics raised related to sports provision, programme timings, how the relatively low building heights were chosen, QRP input, engagement with the English Cricket Board (ECB), and green roofs and amenity space. The minutes of the meeting are attached in Appendix 7.

Development Management Forum

- 4.4 A DM Forum was held on 25/09/2024 where members of the public and councillors were given a presentation of the scheme from the applicant and then there was a question-and-answer section. The main topics raised by those in attendance related to support for the proposed improvements to the site and

area and concern about potential increases in traffic as a result. The lack of car ownership and low traffic impact was noted by the applicant which was supported by the resident in attendance as were the proposed sports facilities. Details and summaries of the comments made are available in Appendix 8 which includes Officer notes / minutes of the meeting.

Planning Application Consultation

4.5 The following were consulted regarding the application:

Internal Consultees

- LBH Arboricultural Officer (Trees)
- LBH Carbon Management
- LBH Children's Services
- LBH Conservation Officer
- LBH Construction Logistics
- LBH Design Officer
- LBH Drainage / Lead Local Flood Authority (LLFA)
- LBH Economic Regeneration
- LBH Education
- LBH Employment And Skills
- LBH Environmental Health – Noise
- LBH Health in All Policies Officer (Public Health)
- LBH Housing
- LBH Lighting
- LBH Nature Conservation / Parks & Open Spaces
- LBH Pollution / Air Quality / Contaminated Land
- LBH Transportation
- LBH Waste / Cleansing

External Consultees

- Cadent Gas
- Environment Agency
- Greater London Archaeology Advisory Service (GLAAS)
- Greater London Authority (GLA) / The Mayor of London
- Haringey Cycling Campaign
- London Borough of Enfield (LBE)
- London Fire Brigade
- Mayor's Office for Policing and Crime
- Metropolitan Police - Designing Out Crime Officer (DOCO)
- National Grid Asset Protection Team
- Natural England
- NHS London Healthy Urban Development Unit

- Thames Water
- Transport for London (TfL)
- UK Power Networks (UKPN)

4.6 An officer summary of the responses received is shown below. The full text of internal and external consultation responses is contained in Appendix 3.

Internal:

Arboricultural Officer (Trees) – No objections from an arboricultural point of view.

Carbon Management – No objections subject to conditions and planning obligations.

Conservation Officer – There is no objection to this application from the heritage conservation stance.

Design Officer – The proposed new housing should be of very high quality, to very high standards, and in a very elegant, well composed, attractive, durable and robust series of residential blocks set in a series of legible, attractive and pedestrian friendly new and extended streets that will connect well and seamlessly integrate into their surrounding existing neighbourhood.

The proposals have been enthusiastically welcomed by the Council's Quality Review Panel, and all their outstanding concerns at their last review have been comprehensively alleviated.

Drainage / Lead Local Flood Authority (LLFA) – Methodology satisfactory subject to conditions related to the Surface Water Drainage Strategy and its management and maintenance.

Education – Acceptable from a school place planning perspective given the surplus of school places in the local area and long-term falls in birth rates.

Employment And Skills – Planning obligations required relating to an Employment and Skills Plan (ESP), Local labour, Apprenticeships, Skills, career education workshops, placements, work experience, local procurement, local supply support, and monitoring.

Environmental Health - Noise – The officer agrees with the findings of the submitted Noise and Vibration Assessment.

Health in All Policies Officer (Public Health) – We would like to acknowledge the work that has gone into this major application to address health inequalities. The delivery of high-quality affordable housing with access to green and blue spaces and sustainable transport options is welcomed.

Lighting – No objection subject to the lighting meeting Haringey requirements.

Pollution / Air Quality / Contaminated Land – No objections to the proposed development in respect to air quality and land contamination subject to planning conditions and an asbestos survey informative being attached to any planning permission granted.

Transportation – There are no highway objections subject to conditions, S.106 and S.278 obligations. A Parking Management Contribution of £80,000.00 is sought to undertake a review of the current parking management measures near to the site and potentially introduce new parking and loading measures and potential changes to the CPZ operational hours to mitigate the impacts of additional car parking demand.

Waste / Cleansing – No objections.

External:

Cadent Gas – No objection subject to an informative being attached to any planning permission granted which indicates how damage to gas assets or interference with gas supplier rights can be prevented.

Environment Agency – No formal comments to give.

Greater London Archaeology Advisory Service (GLAAS) – A two-stage archaeological condition and associated informatives could safeguard any archaeological remains. The recommended conditions would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Greater London Authority (GLA) / The Mayor of London – The full Stage 1 response can be found in Appendix 9 – The Strategic issues summary is included below:

Land use principles: The redevelopment and enhancement of the social infrastructure and sports and recreational facilities on site is strongly supported.
Affordable housing: The proposal delivers 202 affordable homes (100% by habitable room), at low-cost rent, which is strongly supported.

Urban design: Whilst the development doesn't meet the locational requirements of policy D9, the proposed height, massing and design of the development is supported in principle. A conclusion regarding compliance with part C of policy D9 will be made at the Mayors decision making stage.

Other issues on transport, energy, whole life carbon and circular economy also require resolution prior to the Mayor's decision-making stage.

London Borough of Enfield (LBE) – Raise no objection to the submission as there would be no strategic implications to the Borough of Enfield.

Metropolitan Police - Designing Out Crime Officer (DOCO) – No objection subject to Secured by Design Conditions and Informative.

Natural England – Given the amount of proposed new housing we would have no specific comments to make and can confirm that this would not require an HRA.

Thames Water – No objections subject to recommended conditions and informatives being attached to any planning permission granted.

Transport for London – TfL has no significant objections to the principle of the proposed development however further work is required in relation to the following:

- Clarifying with Haringey Council and Enfield Council the potential for creating fixed bus stops on streets in the vicinity of the site
- Clarifying provision for the Selby Centre nine car parking spaces in line with London Plan standards
- Access and layout to cycle parking

Appropriate S106 obligations should be included in Heads of Terms:

- A potential contribution to fixed bus stops – to be discussed with TfL and Haringey Council and Enfield Council
- Other highways agreements for new or amended access points – to be secured with Haringey Council and Enfield Council
- A contribution to Active Travel Zone and Healthy Streets measures – to be agreed with Haringey Council and Enfield Council
- Travel Plan
- Restricting occupiers applying for parking permits
- Car club membership

Conditions should be secured for:

- Car and Cycle Parking and Design Management Plan, disabled persons and EVCP provision
- Details of long stay and short stay cycle parking and facilities
- Delivery and Servicing Plan
- Waste Management Plan
- Full Construction Logistics Plan and Construction Management Plan

UK Power Networks – No objection as the customer has accepted our quote for a diversion of equipment in the proposed area.

5. LOCAL REPRESENTATIONS

5.1 On 22 October 2024, notifications were sent out as follows:

- 581 Letters to neighbouring properties

5.2 A Press Advertisement was placed in the Enfield Independent on 30 October 2024.

5.3 On 24 October 2024, 8 site notices were erected in the vicinity of the site.

5.4 The number of representations received from neighbours, local groups etc. in response to the consultation are as follows:

Number of individual responses: 5

Support: 2

Objecting: 3

5.5 The full text of neighbour representations and officer responses are set out in Appendix 4.

5.6 The Selby Trust also submitted a letter of support that has been signed by 49 local residents. The letter raises the following summarised points:

- Strong support for the Selby Urban Village development.
- The new community centre will become a vibrant hub for cultural activities, education, and social events for the over 60 different cultural and religious groups Selby currently supports by providing space for religious celebration, learning spaces, care services etc.
- The enhanced recreational and sports facilities are critical to promoting health, well-being, and social engagement in an area with great health inequality.
- The current Selby Centre buildings have reached end of life and no longer meet the needs or expectations of residents. This development project offers a solution to address this and is a comprehensive and forward-thinking solution to the challenges our community faces.

5.7 A further letter of support has been submitted by The Selby Trust which has been signed by 15 onsite organisations (including the Ding Dong Fun Bus and Selby Amateur Boxing Club). The letter raises the following summarised points:

- The Selby Centre is a vital space.
- While the centre has served us well, the building is no longer able to meet the growing needs of the community.
- The new, modern community learning and work centre will give us the room and flexibility we need to continue offering our services and expand what we can do to play a positive role in the community.

- The new space will foster enhanced collaboration opportunities.
- We fully support this planning application and hope the council will approve it.

5.8 The main issues raised in representations are summarised below:

Support:

- New homes are welcomed. It is suggested that the buildings could be taller to accommodate more housing.
- New housing is supported as it would reduce overcrowding in the community.

Objections:

- The Selby Centre should stay where it is.
- There are not enough parks in the local area
- More housing will increase traffic.
- Concern that the park would be built on and there would not be space for dog walking.
- Concern that the community centre would be knocked down and not replaced.

6. MATERIAL PLANNING CONSIDERATIONS

1. Overview (6.1)
2. Relevant Overarching Policies (6.2)
3. Principle of Development (6.3)
4. Housing Provision, Affordable Housing, and Housing Mix (6.4)
5. Tall building & Heritage assessment (6.5)
6. Development Design (6.6)
7. Residential Quality (6.7)
8. Impact on Adjoining Occupiers (6.8)
9. Transportation and Parking (6.9)
10. Energy, Climate Change, and Sustainability (6.10)
11. Flood Risk, Drainage and Water Infrastructure (6.11)
12. Urban Greening, Biodiversity Net Gain (BNG) and Ecology (6.12)
13. Land Contamination (6.13)
14. Archaeology (6.14)
15. Fire Safety and Security (6.15)
16. Employment and Skills (6.16)
17. Equalities (6.17)
18. Conclusion (6.18)

6.1 Overview

- 6.1.1 The Selby Urban Village project is a single project that is governed by a joint memorandum of understanding between the applicant, Haringey Council, and the Selby Trust. It has been comprehensively co-designed and is underpinned by a holistic masterplan.
- 6.1.2 The masterplan framework establishes the key planning and design principles for the development across the three applications in terms of site layout, the siting of buildings, and their heights and massing; access arrangements (vehicular, pedestrian, & cycle); landscaping: including the park layout and outdoor sport and play facilities, tree planting, hard and soft landscape proposals, Sustainable Drainage Systems (SuDS) and drainage, ecology and biodiversity; and movement into and through the masterplan site.
- 6.1.3 The SUV project is also underpinned by a sitewide phasing, funding and delivery strategy. Key aspects of the infrastructure of the project have and would continue to be dealt with holistically i.e. ground remediation, earthworks and archaeology; drainage and SuDS; ecology, biodiversity and landscape (including playspace); tree removal and tree planting; and the proposed energy strategy.
- 6.1.4 The project involves the transfer of land uses from one borough to the next i.e. the demolition of the Selby Centre community facility in LBH and its reprovision in LBE.

- 6.1.5 Sports facilities from LBH would also be transferred and re-provided in LBE, as would existing car parking - albeit at a reduced amount. Given this, the proximity of the two sites, and the interdependency of the three applications it is appropriate that several of the Development Plan policy issues raised by the project be considered on a project wide basis.

6.2 Relevant Overarching Policies

- 6.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

National policy

- 6.2.2 The National Planning Policy Framework (NPPF) was last updated in December 2024. This version of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.
- 6.2.3 The NPPF establishes the overarching principles of the planning system. The NPPF promotes a presumption in favour of sustainable development through the effective use of land driven by a plan-led system, to ensure the delivery of sustainable economic, social and environmental benefits.
- 6.2.4 The NPPF recognises that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.
- 6.2.5 The NPPF sets out how planning policies and decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It identifies that policies and decisions should ensure an integrated approach to considering the location of housing and community facilities and services.
- 6.2.6 The NPPF advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

London Plan

- 6.2.7 Objective GG2 ‘Making the best use of land’, of the London Plan requires that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must amongst other things, enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.
- 6.2.8 Policy GG4 ‘Delivering the homes Londoners need’, sets out that more homes must be delivered and development must support the delivery of the strategic target of 50% of all new homes being genuinely affordable. It also states that development must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs.

Local Plan

- 6.2.9 The Haringey Local Plan Strategic Policies 2017 (hereafter referred to as Local Plan) sets out the long-term vision of the development of Haringey by 2026 and also sets out the Council’s spatial strategy for achieving that vision.
- 6.2.10 The Development Management Development Plan Document 2017 (hereafter referred to as the DM DPD) supports proposals that contribute to the delivery of the strategic planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.3 Principle of Development

Masterplanning & Site Allocation

- 6.3.1 The application site forms part of site allocation SA62: ‘The Selby Centre’, in the Site Allocations development Plan Document 2017 (hereafter referred to as SA DPD). SA62 is identified as being suitable for community use-led mixed use development including consolidation of community uses with potential housing development with no indicative development capacity identified.
- 6.3.2 SA62 has the following Site Requirements and Development Guidelines:

Site Requirements

- The future consolidated re-provision of all of the existing community uses should be secured before redevelopment can occur.
- Land should be restructured to make the best use of the land, with the potential for re-provision/ enhancement of a community use taking account of existing uses.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.

Development Guidelines

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the Borough through the Green Grid network.
 - This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
 - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
 - The Selby Centre is an asset of community value.
 - This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken. Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- 6.3.3 The proposal and the wider SUV project masterplan not only covers the entire area of the site allocation but also adjacent land to support the delivery of the requirements and development guidelines of SA62 of the SA DPD.
- 6.3.4 This includes the re-provision and enhancement of the community use in consultation with The Selby Trust, linking the open spaces in the area, whilst also making the best use of land to deliver a significant housing development and improve sports and recreation facilities.
- 6.3.5 The proposed development would also meet all other necessary site allocation requirements and guidelines. Including the following:
- The development has been designed to connect to a decentralised energy network.
 - Should planning permission be granted, recommended conditions would be attached that would require any potential contamination on site to be dealt with appropriately prior to the commencement of works through a risk management and remediation strategy where necessary.
 - The proposals have considered that the site is in a groundwater Source Protection Zone.

As such, the proposed development would comply with DM DPD policy DM55 and Site Allocation SA62.

Re-location of the community centre

- 6.3.6 London Plan Policy S1 'Developing London's social infrastructure', states that boroughs should ensure the social infrastructure needs of London's diverse communities are met and in doing so should consider the need for cross-borough collaboration where appropriate and involve relevant stakeholders, including the local community.
- 6.3.7 Policy S1 identifies that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. Development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported. Including the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities.
- 6.3.8 Policy S1 states further that that to identify development proposals that would result in a loss of social infrastructure in an area of defined need should only be permitted where: 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or; 2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.
- 6.3.9 Local Plan Policy SP16: 'Community Facilities', states that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey's communities. The policy identifies that the Council will promote the efficient use of community facilities and the provision of multi-purpose community facilities.
- 6.3.10 Policy DM49: 'Managing the Provision and Quality of Community Infrastructure', seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.
- 6.3.11 Policy DM49 further states that where a development proposal may result in the loss of a facility, evidence will be required to show that:
- a) the facility is no longer required in its current use;
 - b) the loss would not result in a shortfall in provision of that use; and
 - c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on the site.
- 6.3.12 Policy DM49 also states that proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided they:
- a) are accessible by public transport, walking and cycling, preferably in town centres or local centres, Growth Areas or Areas of Change;
 - b) are located within the community that they are intended to serve;
 - c) provide flexible, multifunctional and adaptable space, where practicable;

- d) do not have significant adverse impact on road safety or traffic generation; and
- e) protect the amenity of residential properties.

6.3.13 Part C of policy DM49 also requires account evidence and marketing information of at least a year demonstrating that no suitable user has been/or is likely to be found for the existing building. Part D of policy DM49 says the Council will consider supporting the consolidation of equal or enhanced provision to meet an identified need.

6.3.14 The principle of redeveloping the site is accepted by SA62 provided the Selby Centre is re-provided. The site allocation also supports consolidation of the existing community facilities. It is implicit that that any redevelopment of the existing Selby Centre would include reprovision of the existing community use on the existing site.

6.3.15 The Selby Centre is an asset of community value (ACV). An ACV is land or buildings that furthers the social well-being or social interests of the local community. It is not a planning policy designation, it allows local groups the opportunity to bid to purchase if the owner decides to sell, giving them time to raise funds.

6.3.16 The ACV status is capable of being a material planning consideration, however, in this case the Selby Trust and its facilities would be moved to the new building located in LBE. So, whilst the existing building would be demolished, the asset would be re-provided in a new purpose-built building close to the existing one. The Selby Centre was last registered as an ACV on 22 Jan 2025 and this runs for 5 years to 22 Jan 2030.

6.3.17 The proposals include the reprovision of the Selby Centre, which is currently in the London Borough of Haringey, being located over the boundary, but just metres away, into the London Borough of Enfield.

6.3.18 The new location for the Centre locating into Enfield has benefits in terms of freeing up the current land in Haringey by being able to make the best use of land across the SUV project site (and therefore the public-sector estate). As such, it would free up sufficient space to enable the proposed quantum of housing to be delivered. It also has urban design benefits and allows for the new consolidated centre to be positioned at the heart of the masterplan.

6.3.19 As described in the Overview section of this report, it is appropriate that policy issues raised by the project such as the re-provision of the Centre are considered on a project wide basis. Application 2 would deliver the new consolidated community centre that would provide for all those who currently use it.

- 6.3.20 The SUV project would comply with London Plan policy S1 as well as Local Plan Policy SP16 and DM DPD policy DM49 as a facility of equal or enhanced provision would be re-provided and would replace a building that has passed or is reaching the end of its intended lifespan.
- 6.3.21 The re-location would make the best use of land, allowing for facilities to be shared and for a new flexible, multifunctional, and adaptable space to be provided. The new Centre would include the co-location of different forms of social infrastructure and rationalise facilities across the SUV project site.
- 6.3.22 At the same time, the scheme would enable new housing to be constructed and give greater prominence to the community use by placing it at the heart of the masterplan. This would also bring urban design benefits that would enable better connectivity to, through, and from the site. These aspects are encouraged and supported by community/social infrastructure Development Plan policies.
- 6.3.23 The proposals for re-provision are realistic given that Application 2 has a resolution to grant planning permission (under ref: 24/03470/FUL). The new Centre would continue to serve the needs of the neighbourhood and wider community in accordance with London Plan policy S1.
- 6.3.24 Part C of policy DM49 of the DM DPD requires account evidence and marketing information of at least a year demonstrating that no suitable user has been/or is likely to be found for the existing building. It is implicit that this relates to applications where a community use or building may be lost or reduced in some way.
- 6.3.25 It is not necessary for this to be demonstrated for this application given the condition of the existing building, the Selby Trust's involvement as a partner in the project, and the re-provision of alternative facilities through the implementation of Application 2 on an adjacent site.
- 6.3.26 In any event the demolition of the existing buildings is supported given that it would facilitate regeneration aspirations through the delivery of housing and improvements in connectivity and urban design.
- 6.3.27 Given the links between Applications 1 and 2 Grampian conditions are recommended which would require the existing community uses to be retained on site (within the existing Selby Centre buildings) until such time as the proposed replacement building on BLPF is built and the existing uses can re-locate to the new premises.
- 6.3.28 To overlap the housing programme and enable a start on site in relation to the Application 1 housing proposals at the earliest opportunity, the applicant has proposed a phasing strategy that envisages that there would be a requirement

to consolidate the existing community functions within the existing Selby Centre to allow for demolition / site set up works.

New community centre – floorspace comparison

- 6.3.29 The existing Selby Centre occupies a former secondary school building characterised by long corridors and a series of cellular private classrooms, which is reaching the end of its economic and design life. It is a building that has been adapted to meet the needs of The Selby Trust rather than being purpose built for its current function.
- 6.3.30 The new Selby Centre building has been developed in consultation with The Selby Trust, its board and management team, and existing licensees. This process has resulted in a replacement building that has been optimised to meet the specific needs of The Selby Trust.
- 6.3.31 Through the consultation process the design team have been able to design a new building that has more space for interaction or overlapping use, as well as a more collaborative centre and a more optimised use of space. The new building would have less floorspace than the existing building. The existing and proposed floorspaces are shown below in Table 1.

Table 1 – Existing and proposed floorspaces in the community use.

Area Use Class	Existing (Sqm (GIA))	Proposed
E(b) Food & Drink	331	261
E(d) Indoor Sports & Recreation	821.3	799
E(g) Office	3362	1475
F1(a) Education	1793	751
F2(b) Halls & Meeting Places	661	789
Totals	6969.9	4073.7

- 6.3.32 Whilst the overall existing floorspace would be reduced, the new building would be more space efficient, adaptable and would facilitate a range of activities through folding partitions and provision of storage. On upper floors, partitions would be independent of the structure (set out to a regular 6x6m grid) and can therefore be changed in the medium to long term to respond to demand.
- 6.3.33 In the existing building there is capacity for 285 people using desks and 89 people using classrooms or education spaces. In comparison to this, the new proposal would create space for 210 people using desks and 184 people using classrooms.

- 6.3.34 HSE guidance requires a minimum floor area of 3.7sqm per person in a typical working office environment. In the existing Selby Centre, each licensee using a desk space is using a footprint of 7.2sqm which would decrease to 4.2sqm in the new building by creating a more efficient building footprint.
- 6.3.35 Building Bulletin 103 – ‘Area guidelines for mainstream schools’ requires 2sqm per person in a general classroom. Each person in a classroom in the existing Selby Centre building uses a footprint of approximately 13.8sqm, which would be reduced to 2.6sqm per person in the new building.
- 6.3.36 The existing building is a disused school which does not allow the existing community use to occupy the floorspace efficiently because it was built to cater to classrooms of children and the general operation of a secondary school around 50 years ago. The space and form was not intended for its current use and a purpose-built community centre would not be constructed / laid out in this way today.
- 6.3.37 The existing mix of land uses would continue to be accommodated in the proposed replacement development. The space would be more efficiently utilised and as a result desk spaces would increase when the combined desk spaces across desks and classrooms are counted. Whilst the floorspace would be consolidated and reduced, as a community building it would provide efficient and enhanced provision to meet the needs of its users today.
- 6.3.38 It would do this by providing flexible new spaces that would be configured to enable them to be programmed more intensively and support a wider range of functions. The proposed layout would also allow for the centre to respond more effectively to individual users’ needs and for it to be more easily secured and managed out of hours.
- 6.3.39 In response to stakeholder discussions the proposed centre would support a range of workspaces which would be capable of being used in a variety of different ways ranging from open plan spaces through to a series of private offices. Space allocations per worker would also been brought into line with industry standards, which has enabled the workspaces to be optimised.
- 6.3.40 Whilst there would be an overall reduction in floorspace between the existing and proposed buildings, there would be no reduction in the number of different uses and activities the Selby Centre supports. The new building would enable The Selby Trust to make more intensive use of the space and expand its programme which would enhance the community provision.

Proposed new housing development

- 6.3.41 The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.3.42 London Plan Policy H1 ‘Increasing housing supply’, states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.3.43 Local Plan Policy SP2: ‘Housing’, states that the Council will aim to provide homes to meet Haringey’s housing needs and to make the full use of Haringey’s capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.3.44 Policy DM10 of the DM DPD states that the Council will support proposals for new housing on sites allocated for residential development. This site is designated as being suitable for new residential development by Site Allocation SA62 of the SA DPD.
- 6.3.45 The Council’s Housing Strategy 2024-2029 states that the Council’s first preference is that new affordable housing is delivered directly by the Council for provision as council homes for social rent. The strategy identifies that the Local Plan sets out how the supply of affordable housing would be maximised. The current plan has a Borough-wide target of 40% affordable housing.
- 6.3.46 The application site is one of several that the Council has identified as being suitable for new council housing as part of its commitment to delivering three thousand (3,000) new council homes at social rents by 2031.
- 6.3.47 The proposed development would provide 202 new homes, all of which (100%) would be new affordable homes delivered as Haringey Council social rent properties on a brownfield site. Upon delivery, Haringey Council would be responsible for the on-going management and maintenance of the homes.
- 6.3.48 The proposed development would deliver a substantial contribution to the Council’s affordable housing objectives as described above and would help meet the stated need for low-cost social rented housing in the Borough.
- 6.3.49 In summary, the SUV project would make the best use of an underutilised publicly owned brownfield site. It would re-provide the existing community use in an enhanced purpose-built building and deliver new housing as well as sports and recreation facilities. This is supported in land use terms and would deliver on the objectives and aspirations of Site Allocation SA62.

6.3.50 The principle of a residential development with 100% low-cost affordable housing on the site is strongly supported by national, regional, and local policies. The provision of 202 new homes would make a substantial contribution towards meeting the Council's housing target in line with Policies H1 of the London Plan, SP2 of the Local Plan and DM10 of the DM DPD and would also make an important contribution towards the Borough-wide target of achieving and delivering 40% affordable housing.

Provision of Non-Residential Use

6.3.51 Policy DM41 'New Town Centre Development', states that proposals for new retail uses outside of town centres should demonstrate that there are no suitable town or edge-of-centre sites available in the first instance and demonstrate that they would not harm nearby town centres.

6.3.52 In accordance with London Plan Policy SD7 and Policy DM41 of the DM DPD new non-residential development should also be located in town centres where appropriate.

6.3.53 One non-residential unit is proposed to support the emerging new residential neighbourhood in this area. The unit would be relatively small, totalling 92.6sqm, and would be located on the southern elevation of Plot 7, providing an active frontage to address the end of Selby Road.

6.3.54 This proposed unit would provide flexible Class E (a, b, g) use, which enables a range of uses including a shop, café, and office. The use is intended to support the residents of the development, provide facilities for the local community and activate the adjacent streets.

6.3.55 The relatively small unit is not expected to compete with existing and proposed uses within Tottenham High Road North N17 Local Centre or other local non-residential facilities. As such, the provision of non-residential activities of this size and scale would be acceptable in this location given the new housing proposed.

Suitability of site for Taller Buildings

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

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

6.3.58 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) and Potential Tall Buildings Locations Validation Study in 2015.

6.3.59 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around White Hart Lane and North Tottenham as being suitable for tall buildings. The application site lies approximately 370m to the west of North Tottenham Tall Building Growth Area.

6.3.60 Policy DM6 of the DM DPD also prescribes a range of requirements for tall buildings. As well as being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts.

6.3.61 The DM DPD defines 'tall' buildings as being those which are ten (10) storeys or greater in height and 'taller' buildings as those which generally project above the prevailing height of the surrounding area and are lower than ten storeys.

6.3.62 The proposed building heights range from 4-6 storeys. Within that height range Plot 6 and Plot 8 'step' up at their corners and 'step' down near to boundaries where they are shared with existing housing and the school to the southwest and west of the site respectively. Therefore, the proposed buildings ranging between 4 and 6 storeys in height are not defined as 'tall buildings' (those over 10 storeys) but are 'taller buildings' (those of 3-10 storeys).

6.3.63 As the buildings are taller than the prevailing height (2/3 storeys) of the surrounding area they are considered 'taller' buildings by the Local Plan, albeit the existing Selby site has a building of 4 storeys and The Weymarks are located approximately 175m to the west of the proposed housing on Weir Hall Road which are a zigzag series of residential blocks of 6 to 7 storeys. As such, buildings of the proposed height are present on site and nearby in the area.

6.3.64 Whilst the site falls outside of the North Tottenham Tall Building Growth Area it is located close to it (approximately 370m away) and sits just to the west of major regeneration schemes at High Road West and Joyce and Snell's in the Upper Lea Valley Opportunity Area where there are permissions for several tall buildings with some over 30 storeys in height.

6.3.65 The proposed buildings would also only just meet the lowest height criteria for a tall building as defined in the London Plan under policy D9 at 6 storeys.

Therefore, the proposals would need to comply with the Impact assessment (visual, functional, environmental and cumulative impacts of tall buildings) under Part C of policy D9.

6.3.66 However, to meet the locational requirements of London Plan Policy D9 (Part B) the buildings would only need to show compliance with criteria B of policy DM6 of the DM DPD for assessing taller buildings, as the proposed buildings are not tall buildings as defined in the DM DPD.

6.3.67 Moreover, the buildings are considered to be a 'way finder' and mark the location of the Selby Urban Village Project, which includes the new Selby Centre. The buildings would also be a marker for BLPF on the route to North Mids Hospital when moving north to south and vice versa. They would indicate an area of civic importance and high visitation and would positively engage with the street environment.

6.3.68 The siting of taller buildings would be suitable in this location due to:

- the public benefits of improving local wayfinding to an area of civic importance (Selby Centre and BLPF),
- the closeness of the site to the designated tall building and growth area to the east in North Tottenham around White Hart Lane,
- the ability of the buildings to mark the proposed new pedestrian and cycle links through the site to the neighbourhoods to the west and to the north as well as North Mids from North Tottenham and the other way around,
- the presence of an existing building of 4 storeys on the site and blocks of 6 to 7 storeys to the west on Weir Hall Road.

6.3.69 The consideration of the buildings as a function of the overall development design and their impact on local character, protected views & heritage, local climatic conditions, neighbouring amenity, ecology and all other relevant matters will be assessed in the sections below.

Principle of Development summary

6.3.70 In land use terms the development would be acceptable. The proposals provide a masterplan for the site allocation and adjacent open spaces which meet the site requirements. Whilst the community use would be relocated, a new and enhanced Selby Centre will be secured in Enfield as part of Application 2. Whilst it is smaller, it would better meet the needs of the Selby Trust. The scheme would deliver a significant amount of housing and a small local commercial unit that would be acceptable in this location.

6.4. Housing Provision, Affordable Housing, and Housing Mix

Housing and Affordable Housing Provision

5 Year Housing Land Supply

- 6.4.1 The Council at the present time is unable to fully evidence its five-year housing land supply. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 6.4.2 Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).
- 6.4.3 The Council's housing target as set by the London Plan is 1,592 dwellings per annum. London Plan Policy H1 states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.4.4 The NPPF states (para. 64) that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that Boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.
- 6.4.5 Policy DM13 of the DM DPD states that developments with capacity to accommodate more than ten dwellings should provide affordable housing and highlights a preference for social and affordable rented accommodation.
- 6.4.6 London Plan Policy H4 and the Mayor's Affordable Housing and Viability SPG sets out the 'threshold approach' whereby schemes meeting or exceeding 50% affordable housing by habitable room for public sector land, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR).
- 6.4.7 Schemes are expected to increase the proportion of affordable housing using grant where this is available. Such applications are not required to submit viability information and are also exempted from a late-stage review mechanism.
- 6.4.8 Local Plan policy SP2 and policy DM13 of the DM DPD identify a Borough wide affordable housing target of 40%, with a tenure split of 60% affordable rent (including social rent) and 40% intermediate housing.

6.4.9 London Plan Policy H6 'Affordable housing tenure' and the Mayor of London's (The Mayor's) Affordable Housing and Viability Supplementary Planning Guidance (SPG) sets out a preferred tenure split of at least 30% low-cost rent (London Affordable Rent (LAR) or social rent), at least 30% intermediate (with London Living Rent (LLR) and shared ownership being the default tenures), and the remaining 40% to be determined by the Local Planning Authority (LPA).

6.4.10 The proposed development would provide 202 new homes all of which would be affordable homes in social rented tenure which is 100% of the total number of homes. This proposal forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable homes for social rent to meet local need.

6.4.11 The proposal aims to address the Council's housing waiting list through the provision of a wide range of housing typologies and to address issues relating to the over and under occupation of the existing housing stock to ensure the effective use of public assets and funding. Therefore, it is considered that the proposed provision of affordable housing units for social rent would meet an identified need.

Housing mix

6.4.12 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments.

6.4.13 Table 2 below indicates the housing numbers/mix proposed.

Table 2 – Table showing the proposed mix across the Plots.

Plot	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B6P	4B7P	Total
5	18	9	14		21			2	64
Mix	28%	14%	22%		33%			3%	
6	20	17	21			22		7	87
Mix	23%	20%	24%			25%		8%	
7	5		15	4		1			25
Mix	20%		60%	16%		4%			
8	1	3				19	1	2	26
Mix	4%	12%				73%	4%	8%	
Total	44	29	50	4	21	42	1	11	202
Mix	21.8%	39.1%		33.2%			5.9%		100%

6.4.14 The Council's Housing Strategy states that the Council's priority is to meet the most pressing need for each household size on the housing register, with a target dwelling mix for social rent and other low cost rented housing as:

- 10% one-bedroom homes

- 40% two-bedroom homes
- 40% three-bedroom homes
- 10% four-bedroom homes

6.4.15 The proposed development would deliver 22% 1-beds, 39% 2-beds, 33% 3-beds and 6% 4-beds. The proposal would be near to the target dwelling mix for social rent set out in the Council's Housing Strategy. The shortage of affordable homes for larger families is particularly acute in the Borough and the proposal would deliver a large quantity (79) of homes for families (3+ bedrooms).

6.4.16 This substantial provision of family-sized homes would avoid an overconcentration of smaller homes and would make a significant contribution towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of homes that would contribute towards the creation of a mixed and balanced neighbourhood in this area.

Housing Provision, Affordable Housing, and Housing Mix summary

6.4.17 The proposed development would be acceptable in terms of its provision of new housing stock generally, the provision of a large proportion of affordable housing (including a substantial proportion of family housing) for social rent, and in terms of its overall housing mix.

6.5. Tall building & Heritage assessment

6.5.1 Policy D9 of the London Plan states that tall buildings should only be developed in locations that are identified as suitable in Local Plans. And where suitable, tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.

6.5.2 Policy SP11: 'Design' states that applications for tall buildings will be assessed against an existing adopted masterplan framework for the site and surrounding area and shall be supported by a characterisation study or other supporting evidence.

6.5.3 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised.

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

6.5.5 Policy DM6 of the DM DPD criteria (b). identifies that proposals for taller buildings that project above the prevailing height of the surrounding area must

be justified in urban design terms and should conform to the following general design requirements:

- a) Be of a high standard of architectural quality and design, including a high-quality urban realm;
- b) Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and
- c) Conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (see Policy DM9).

Visual Impacts

- 6.5.6 Assessed against part a of the policy, the design quality of the buildings (including architectural quality and materials) and surrounding public realm would be high. These factors are analysed and assessed further in the Development Design section below. The proposal would also satisfy criteria b as the buildings would not fall within any locally important or strategic views.
- 6.5.7 With regard to part b of Policy DM6 of the DM DPD, the applicant has submitted a Townscape, Heritage and Visual Appraisal (THVA) with the application which considers the impact of the proposals on a range of short, medium and long-distance views. The assessment demonstrates that the impact of the buildings is limited to the roads immediately around the site
- 6.5.8 The site is located near to North Tottenham Growth Area where there have been several permissions granted for tall buildings to the south of the Stadium and within the High Road West (HRW) Site Allocation (NT5). The heights of buildings that have received planning permission in HRW range from a peak of 30+ storeys along the railway edge stepping down to 3/4 storeys along the Heritage sensitive High Road.
- 6.5.9 Whilst tall buildings (as defined by the DM DPD as those of more than 10 storeys) are not being proposed, the proximity of tall buildings is a consideration when assessing the acceptability of 'taller' buildings (those taller than the prevailing height in the immediate area of 2/3 storeys) as their presence forms a context and character where taller buildings are more likely to be appropriate subject to their proximity to other tall buildings, other design considerations, and the use and function of the buildings being proposed.
- 6.5.10 The proposed buildings would provide a visual connection between the tall buildings of the North Tottenham Growth Area and the neighbourhoods to the west and northwest and vice versa. The siting of these taller buildings would provide a visual indicator in the immediate area of the new street leading to the Selby Centre, BLPP, and North Mids beyond as well as the new connections east and west through the site.

- 6.5.11 The taller buildings would only be clearly visible from the streets immediately around the site and are acceptable as they would indicate an area of civic importance and high visitation and would positively engage with the street environment, identifying the gateway to both the development and the pedestrian and cycle routes through the site, as well as improving local wayfinding.
- 6.5.12 The buildings would not cause adverse reflected glare given the relatively low height of the buildings and that the proposed material palette would be predominantly masonry. Light pollution would be commensurate with what would be expected from surrounding streets and other neighbourhoods in the area.
- 6.5.13 The GLA's Stage 1 comments state that the proposed development would be modest in its scale and would appropriately respond to the surrounding townscape. They highlight that the views provided demonstrate that the visual impact of the proposed development would be acceptable.
- 6.5.14 Therefore, the proposed development would have a beneficial impact on the townscape and visual amenity of this part of North Tottenham. The scale, form, and detailed design of the proposed taller buildings would integrate well within the area and would provide an indicator for an area of civic importance as well as visual markers and wayfinding buildings within the local area.

Heritage Impact

- 6.5.15 In terms of part c of Policy DM6 of the DM DPD and the conservation and enhancement of the significance of heritage assets, their setting, and the wider historic environment the proposal would have an acceptable impact.
- 6.5.16 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.5.17 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that could be sensitive to their impact.

Legal Context

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

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

6.5.20 The Authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in the Barnwell case, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.5.21 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

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

Assessment of Impact on Heritage Assets and their Setting

6.5.23 The setting of a heritage asset is defined in the glossary to the NPPF as: 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may

affect the ability to appreciate that significance or may be neutral'. There is also the statutory requirement to ensure that proposals 'preserve or enhance' conservation areas and their setting.

6.5.24 In terms of Heritage Assets, the nearest listed buildings are situated some 600m to the east and associated with the Tottenham High Road Historic Corridor (THRHC) [North Tottenham] Conservation Area. Tottenham Cemetery Conservation Area is also situated 200m to the south of the site.

6.5.25 The THVA has assessed the impact of the proposals on nearby heritage assets and demonstrates that the impact of the buildings is limited to the roads immediately around the site and confirms that the proposals would not have any adverse effect on any strategic or Borough planning policy views. It concludes that the proposal does not harm the significance of any heritage asset and positively contributes to the character of the area.

6.5.26 The distances of the proposed development from any heritage assets are significant given the proposed height of the buildings at max 6 storeys. With due consideration to the intervening townscape and the changing context around North Tottenham, it is considered that the proposed scheme would not result in any adverse impacts on any built heritage assets.

6.5.27 The new buildings would not appear prominent or overwhelming in views relating to the historic environment and they would not affect the way any built heritage assets are appreciated and experienced. Therefore, the development can be considered to preserve the setting of the THRHC and Tottenham Cemetery Conservation Areas and result in no harm to the designated and non-designated heritage assets within them.

6.5.28 The Council's Conservation Officer has reviewed the proposal and concurs with this view stating that the proposed development would not directly affect any heritage asset and does not raise any concern in term of indirect impact to heritage assets. Therefore, there is no objection to this application from the heritage conservation perspective.

Functional impacts

6.5.29 The 'functional impact' criteria outlined in London Plan policy D9 are more relevant to much larger tall buildings than those proposed. The proposal has been designed in accordance with current fire safety regulations and the operational aspects of how the buildings would be secured, serviced and accessed have been considered from the outset and actively planned for.

6.5.30 Servicing would be managed by recommended conditions so as not to cause disturbance or inconvenience to the surrounding public realm. In terms of access to facilities, services, and walking & cycling networks the SUV project

would enhance these aspects or there is already sufficient capacity in the area to accommodate the proposal.

6.5.31 The Transportation and Parking section of this report assesses whether the transport network is capable of accommodating the development and its impact on public transport.

6.5.32 The design of the scheme has maximised the regeneration potential of the project by including an enhanced community centre, well-designed new housing, and sports and recreation provision to maximise the benefits that would be brought to the area, which is likely to act as a catalyst for further change in the area.

Environmental impacts

6.5.33 Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and London Plan policy D9 identifies that wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces around the building.

6.5.34 The proposals have been subject to wind testing, daylight, sunlight penetration, noise and overheating assessments. All those aspects apart from wind testing will be assessed by other sections in this report such as Residential Quality; Impact on Adjoining Occupiers; and Energy, Climate Change and Sustainability. Wind testing is assessed under below.

6.5.35 In terms of wind testing the applicant has submitted a Wind and Microclimate Assessment. Computational Fluid Dynamics (CFD) modelling was used to numerically simulate wind flows around the complex environment of the proposed development which is considered appropriate given the proposed height of the buildings.

6.5.36 The results of the assessment show that the new streets and buildings within the development would experience comfortable wind conditions, and all assessment areas are expected to have wind conditions that are suitable for the intended uses and no mitigation measures are required. As such, it is considered that the proposal would be acceptable in terms of its impact on the local wind microclimate.

Tall building & Heritage assessment summary

6.5.37 The proposed buildings would only just meet the minimum requirement for a tall building in the London Plan under policy D9 at 6 storeys. The proposed buildings would be defined as 'taller' under policy DM6 of the DM DPD but would have an acceptable visual impact and would not harm Heritage Assets or

their setting. The buildings would also have acceptable functional and environmental impacts and would comply with London Plan policy D9.

6.6. Development Design

- 6.6.1 Chapter 12 of the NPPF states that that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.6.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

London Plan

- 6.6.3 London Plan Policy D3 emphasises the importance of high-quality design and seeks to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 6.6.4 Policy D6 of the London Plan concerns housing quality and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It also requires development capacity of sites to be optimised through a design-led process.

Local Plan

- 6.6.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.6.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.6.7 Policy DM6 of the DM DPD expects all development proposals for tall and taller buildings to respond positively to local context and achieve a high standard of design in accordance with Policy DM1 of the DM DPD.

Quality Review Panel (QRP)

- 6.6.8 The Selby Urban Village project and the LBH scheme proposals have been presented to Haringey's Quality Review Panel on three occasions. The first two meetings included members of the London Borough of Enfield Design Review Panel, with the final meeting being a Chair's Review.
- 6.6.9 The Panel's full written responses are attached in Appendix 6. The summary of the QRP's views following the final Chair's review were as follows:
- 6.6.10 *The panel thanks the design team for their presentation, which shows that good progress has been made since the last review. In particular the panel is pleased to see that the Selby Centre is now stand-alone, with the residential units redistributed elsewhere in the scheme. The panel feels that it has the potential to be transformative for the local area, providing valuable new facilities and creating new connections. Some minor adjustments to the relationship between the buildings and public realm could enhance the legibility of the scheme and create more successful spaces. The architecture of the mansion blocks is rich and well-considered, by the panel feels that the towers and the Selby Centre itself would benefit from further refinement. In particular, further attention is needed at the ground floor to ensure that frontages are activated as far as possible. The panel welcomes the changes made to the design of sports ground and informal spaces around the pitches, which are working well, but would like to see greater clarity in the character and hierarchy of the other public spaces, particularly at the southern end of the site.*
- 6.6.11 It is noted that under *Next Steps* the report stated: 'The panel is confident that the design team, working with Haringey officers, can resolve the issues identified by the review, and it does not need to see the scheme again.'
- 6.6.12 The table below provides a summary of key points relating to the scheme proposals from the most recent review, with officer comments following:

<i>Panel Comments</i>	<i>Officer Response</i>
Scheme layout	
The panel welcomes the thought that has been given to the scheme layout in anticipation of the potential redevelopment on the Booker site, and it urges the design team to think further about how this integration could best be achieved.	The design and layout of Plot 5 has been carefully considered to mitigate any likelihood of the new housing being contrary to London Plan policy D13 Agent of Change.

	The Noise Assessment submitted in support of the application identifies that typical thermal double glazing and non-acoustic trickle ventilators would be capable of controlling intrusive noise to acceptable levels within all habitable rooms within the Plot.
Public space and landscape design	
The panel feels that the southern square does not relate fully to the buildings that front onto it and, as a result, the space is poorly contained and overlooked. The panel feels that this could result in management issues and possibly be a magnet for antisocial behaviour.	The square has been moved and a shop unit as well as the frontage to the existing Sports Centre would activate the space and provide natural surveillance.
The panel would like further clarity about the character and uses of the different spaces created, as well as greater legibility. In particular, the landscape design proposed for the residential street should be more formal in character to contrast with the looser character of the open space at the northern end. The character of this street could be informed by the distinctive character of the streets to the east, such as Allington Avenue.	The applicant has improved the legibility of the development and formalised the character of the street through the inclusion of rain gardens, street trees set within bioswales under car parking bays and blue badge parking with turning circles at street ends. Short stay cycle parking has been included within the footway.
Building form and architecture	
The mansion blocks are well-composed, with a welcome richness to the architecture. In comparison, the panel feels that the towers would benefit from some further refinement.	The taller elements or towers have been removed from the scheme.

In particular, the panel would like to see greater evidence that the buildings respond to their orientation, in both elevation and plan.	Effort has been made to improve the response to orientation. The building design is articulated so that it presents to the street but also so it provides generous courtyard amenity spaces.
The proposed cycle stores create significant dead frontages and the design team should explore options for moving these stores deeper into the plan or to higher levels to free up space for more active uses.	Dead frontages have been minimised wherever possible. Welcoming communal entrances and articulated frontages have been included across the buildings. The dominance of cycle stores has been reduced whilst maintaining their accessibility and usability.
The panel would like to see further thought given to ways in which to activate the ground floor corners of the residential blocks and feels that the ground floor of the northern tower block is particularly inactive.	The towers have been removed from the scheme. Corners and all frontages have been activated as much as possible, bearing in mind the need for ground floor servicing and storage spaces.
The panel feels that the L-shaped block around Dalby's Crescent is not yet fully resolved and it is not clear that the building layout relates effectively to the new communal amenity space. The north-south wing has an uncomfortable relationship with private gardens to the west which are overlooked. Further consideration of the typologies and orientation may help to unlock this.	This has been resolved since the last design review with the inclusion of a sociable communal courtyard and improvements to the parking arrangement on Dalby's Crescent. Door step play has been incorporated and the design team have managed to find a solution to knit this part of the development into this existing street.

6.6.13 As set out above, the applicant has sought to engage with the QRP during the pre-application stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been adequately addressed.

6.6.14 Subsequent to the final QRP review the project was then paused whilst the applicant waited for the outcome of a submission to secure MHCLG Levelling Up grant funding. Confirmation that the bid was successful, and clarification as to the funding amounts enabled the project to move forward, but this accounts for the delay between the final review and submission of the applications.

Assessment

Height, Scale/Bulk and Massing

6.6.15 The existing site contains former secondary school buildings and has the appearance of a school built over 50 years ago with buildings of 1-4 storeys spread out over the site. The surrounding streets to the west and south have a highly residential character. To the east and northeast are industrial warehousing.

6.6.16 The existing buildings do not relate well to, and often turn their back onto, the surrounding streets. As such, the buildings on the site have a very poor relationship with their neighbourhood and offer minimal visual amenity when viewed from the surrounding area.

6.6.17 The proposed development is formed of four distinct buildings or blocks arranged across four plots that would be linked together by streets and landscaping. The new homes are to be arranged along a new main street that connects Selby Road to BLPF on a north-south axis.

6.6.18 The two-sided street is central to the project and ensures an activated route with increased footfall, regular front doors and windows overlooking public spaces which link areas to the south of the site to BLPFs and neighbourhoods and North Mids beyond to the north.

6.6.19 Plots 5 and 7 would be to the eastern side of the site, with Plots 8 and 6 to the western side. Plots 5 and 7 would be 6-storey buildings. Plot 5 would be a mansion block and Plot 6 would be a gallery access block. Plot 6 would be 6 storeys at its highest but would have a 5-storey element to the centre of its eastern elevation and would drop down to 4 storeys at the western boundary of the site shared with the neighbouring school.

6.6.20 To the east of Plot 7 would have a central core and would define the south-east portion of the residential neighbourhood. On the ground floor, a portico would mark the communal entrance and the retail unit. Active frontage is carefully arranged to address the end of Selby Road, the existing Sports Hall and central spine. To its eastern edge would be landscaping to the forecourt of the existing Sports Hall.

6.6.21 Plot 8 would be 4 and 5 storeys and would integrate with the existing housing to the southwest of the site on Dalby's Crescent. It would be a gallery access block and would contain a large proportion of family homes, arranged across two levels of stacked maisonettes accessed from a gallery.

6.6.22 The building's north facade defines a new east-west route and the south and west encloses a new courtyard shared with the existing Dalby's crescent. An illustrative view of communal courtyard formed by Plot 8 and Dalby's Crescent is shown in Figure 7 on the page below.

Figure 7– View of courtyard formed by Plot 8 and Dalby's Crescent.



6.6.23 The inclusion of buildings taller than 3 or 4 storeys means this development would include taller buildings. The suitability of the site for taller buildings and their townscape impact has been considered in the relevant section above.

6.6.24 The building heights would be taller than the heights of the nearest residential buildings but given the presence of 4-6+ storey buildings in the area, the siting of the site away from residential properties, and its role in wayfinding and marking the community uses across the SUV project - the proposed heights would be acceptable.

6.6.25 In terms of scale/bulk and massing, mansion blocks and other types of residential blocks are common around White Hart Lane. A consistent building line would define the new street, whilst articulated bays and stepping roof-lines create interest and optimise aspect for individual dwellings whilst ensuring public and communal open spaces have good levels of daylight.

6.6.26 The impact of the scale and massing of the blocks would be reduced through the integration of repeating bays that alternate windows and balconies, as well as new streets and amenity courtyards which create sizeable separation gaps between the blocks. Figure 8 on the page below shows a CGI view of the new street through the centre of the site looking north towards BLPF and the new Selby Centre.

Figure 8– CGI views looking north towards BLPF and the Selby Centre.



6.6.27 The proposed building heights represent a moderate increase over the heights of existing buildings in the immediate surroundings and given that their detailed designs have been carefully considered within the local context, the proposed development would be of a scale, bulk and massing that would appear in keeping with the wider urban context.

Architectural Expression, Openings, and Materiality

- 6.6.28 Expressive brickwork detailing, robust brickwork bases, broken rooflines, and the pairing of architectural elements such as balconies, windows and front doors are the key architectural principles that underpin the design detailing of the new buildings.
- 6.6.29 The development also incorporates sociable and welcoming communal courtyards and communal entrances; paired front doors to encourage neighbourliness; galleries with passive surveillance for safety; large and hospitable amenity spaces; and balconies that balance privacy with openness, minimise overlooking and maximise eyes on the street.
- 6.6.30 Plots 5, 6 and 8 are of similar typologies and share common architectural detailing such as semi-projecting rounded balconies with semi-opaque coloured balustrades, regular bays to break down the massing and recessed communal entrances with articulated striped brickwork reminiscent of mansion block typologies.
- 6.6.31 Plot 7, with its central core, creates vertical elevations with staggered balconies, that mark the entrance to the neighbourhood and draws people toward the park. It uses lighter brick and utilises projecting pre-cast concrete colonnades and porticoes to signal the communal entrance and the small commercial space to the southeast of the ground floor.
- 6.6.32 In addition, it has semi-projecting or projecting concrete balconies with metal balustrades. All residential buildings are tied together with the same approach to tops and bases. Engineering brick in two tones is used for bases and defensible space for robustness, whilst tops are celebrated through delicate stacked and fluted cornices. The buildings appear as a group, having a family of related details, while also having the variety of tone, detailing and scale.
- 6.6.33 Three material palettes have been selected across the residential neighbourhood to achieve a balance of cohesion and variation. Three different bricks have been selected for their robustness and durability; a buff brick which is paired with green metalwork, a red brick paired with maroon metalwork and a brown brick paired with dark blue metalwork. Two engineering bricks are used at the footings and entrances of the six buildings and sandy pre-cast concrete copings are common across all buildings.
- 6.6.34 The locations between blocks and where they intersect with the existing street layout have been carefully designed to activate frontages and create welcoming and sociable spaces. Windows and doors have been sensitively located to provide overlooking and passive surveillance to gap spaces whilst avoiding overlooking and privacy concerns between homes.

6.6.35 The materials chosen would be robust, durable, attractive and appropriate to the local context.

Public Realm Improvements

6.6.36 The development proposal provides a fantastic opportunity to improve local access to the site and the new community centre and enhanced Bull Lane Playing Fields, and to create stronger links and connections through the site to surrounding areas.

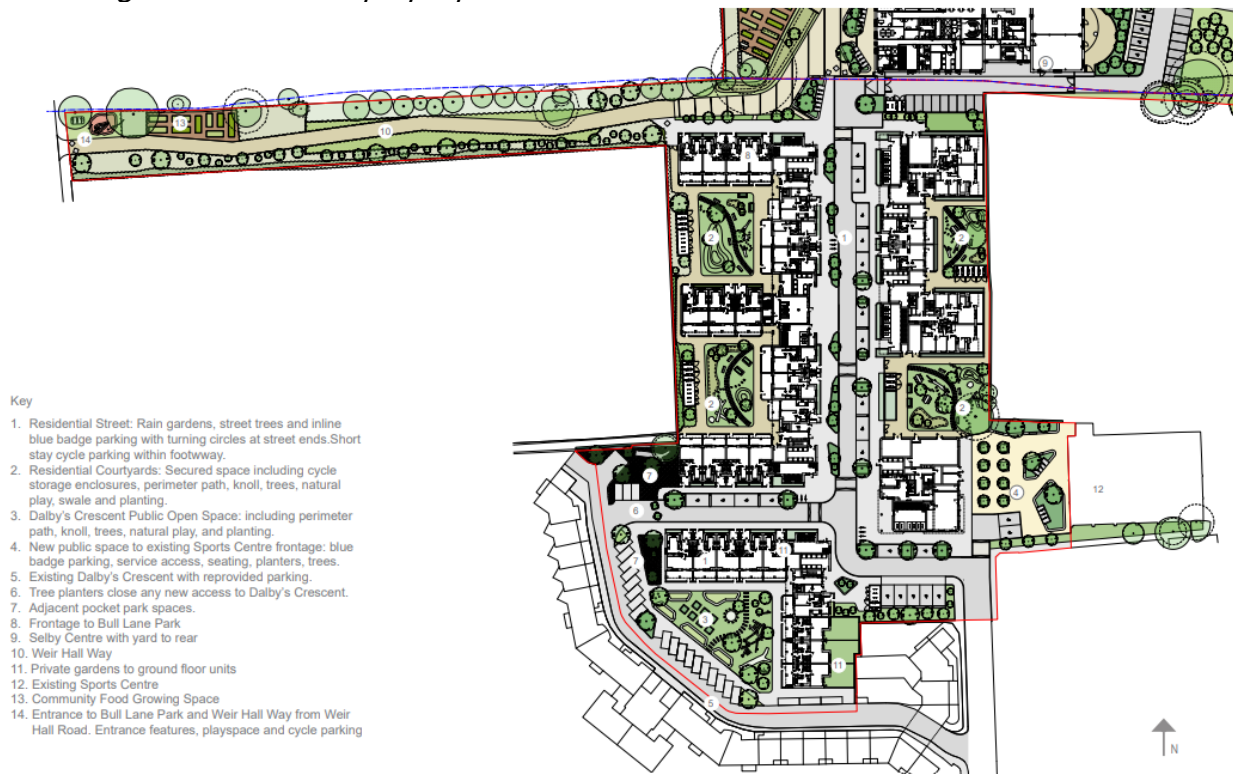
6.6.37 The continuation of Selby Road through the centre of the site improves connectivity for pedestrians and cyclists significantly. It is strongly supported as a means of further improving connectivity for local residents to BLPF and as a means through which to provide a sensitively designed and characterful residential street.

6.6.38 An integrated strategy and clear hierarchy of new and upgraded public, communal, and private spaces and links are proposed: There would be a residential street, residential courtyards, Dalby's Crescent Open Space; new public space for the existing sports centre, pocket park spaces, and enhancement of Weir Hall Way linking the site to Weir Hall Road to the west.

6.6.39 The proposed landscaping strategy would integrate the proposed development into the existing street grid whilst greening the site through the retention of several existing trees, planting new ones, and delivering new landscaped open spaces.

6.6.40 This would extend the parkland character of BLPF southwards and would improve the landscaping to all streets and provide a more spacious streetscape, all of which is strongly supported. Figure 9 on the page below shows the landscape proposals for the public realm within the application site.

Figure 9 – Landscape proposal for the LBH site



6.6.41 The proposed streets and paths would improve north-south and east-west pedestrian and cycle connectivity with new planted routes. The new routes would have clear and unambiguous boundaries between public and private spaces, with the proposed blocks enclosing private communal courtyard gardens.

6.6.42 Ground floors would have animated and regularly spaced, frequent front doors to ground floor properties. The street layout would therefore deliver an exemplary provision of robust and comprehensible spaces in accordance with current best practice.

6.6.43 Both the public streets and private communal courtyards would be provided with attractive, robust, and durable hard and soft landscaping. Where possible existing trees would be retained and protected. Extensive new tree planting would supplement the retained trees to spatially define new outdoor places and activities, to reinforce the route network, and to add variety, character and habitat to the new neighbourhood.

6.6.44 The landscape and public realm for the housing development sets out a clear hierarchy of public and private space with generous amenity for residents whilst establishing a positive relationship to BLPF and creating a legible and welcoming approach to both BLPF and the new Selby Centre from the south.

6.6.45 The design would integrate these requirements and would ensure that the landscape, organisation, and spatial character is clear and strong enough to create a successful, inclusive, and welcoming new residential neighbourhood. Figure 10 below shows the landscape proposals across the application site and the wider SUV project masterplan.

Figure 10 – SUV project masterplan overview of the landscape & public realm proposals from an aerial view from the southwest looking northeast



6.6.46 The new streets and paths through and around the site would be appropriately landscaped, accommodating mixtures of herbaceous and evergreen plants to provide year-round greenery and street furniture to support clear routes to front doors.

Development Design summary

6.6.47 The proposed development would replace former secondary school buildings that have passed or are reaching the end of their intended lifespan. Whilst the

buildings host an important community centre, they currently have a highly limited and low-quality relationship with the surrounding area.

6.6.48 The wider project proposals would re-provide the Selby Centre in enhanced facilities within LBE and the LBH scheme would deliver a series of buildings of high-quality contemporary design within a highly landscaped setting that are reflective of local characteristics, bringing activity onto surrounding streets and enabling greater permeability for local pedestrians and cyclists.

6.6.49 The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would appear in keeping with the surrounding area. The overall development would have a positive visual impact on the local built environment and would bring significant improvements to the local public realm including the adjacent BLPF.

6.6.50 The development is supported by the Quality Review Panel (QRP) and the Council's Design Officer also supports the development. The Design Officer has commented as follows:

The proposed new housing should be of very high quality, to very high standards, and in a very elegant, well composed, attractive, durable and robust series of residential blocks set in a series of legible, attractive and pedestrian friendly new and extended streets that will connect well and seamlessly integrate into their surrounding existing neighbourhood.

6.6.51 A sufficient level of design information, including key construction details have been provided as part of the application which would help to ensure that the quality of design would be maintained if the scheme is permitted and subsequently subject to minor amendments.

6.6.52 However, it is generally beneficial to the design quality of a completed development to ensure the architectural design is retained. As such, a condition is recommended that would secure details of a suitable design guardian for the project who can ensure that the quality currently proposed is retained should permission be granted and the scheme implemented.

6.6.53 Subject to the above condition and conditions securing details of materials the development is acceptable in design terms.

6.7. Residential Quality

6.7.1 The nationally described space standards (NDSS) set out the minimum space requirements for new housing and the London Plan 2021 standards are consistent with these. London Plan policies D3, D4, D5 and D6 contain several

standards in relation to promoting housing quality in terms of unit sizes, design and environmental standards.

- 6.7.2 London Plan Policy D6 'Housing quality and standards', seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.7.3 London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.7.4 Policy SP2 Housing of Haringey's Strategic Policies document sets out that all new homes must be at a high standard which is achieved by complying with the space standards set out in the Mayor of London's Housing SPG (2016).
- 6.7.5 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development achieves a coherent, legible, inclusive and secure environment. Standard 29 of the SPG requires the number of single aspect homes to be minimised, with north-facing single aspect properties avoided.
- 6.7.6 The Mayor of London's Housing Design Standards London Plan Guidance (LPG) builds on the Housing SPG and policy D6 by providing a list of housing standards that are applicable to all self-contained residential applications (Use Class C3).
- 6.7.7 DM DPD policy DM1 requires developments to provide a high standard of amenity for its occupiers. Policy DM12 (Housing Design and Quality) of the DM DPD states that both ground floor and upper floor family housing should have access to private amenity space, subject to acceptable amenity, privacy, and design considerations.
- 6.7.8 The proposed development is of a very high-quality layout and residential standard, having been through a rigorous design process including assessment by the Quality Review Panel QRP.

General Residential Quality

- 6.7.9 All homes would meet the internal space standard requirements of the NDSS and the London Plan. 95% of the proposed homes would be dual aspect. Of the

single aspect homes none are north facing but rather they would be one bedroom west-facing homes.

- 6.7.10 All homes would have a private amenity space in the form of a balcony or rear garden that meets the requirements of the Housing SPG Standard 26. None of the balconies would be north facing. All homes would also have access to proposed communal courtyards, as well as the adjacent BLPF.
- 6.7.11 Larger homes have been carefully positioned around the site, typically taking the form of maisonettes accessed directly from the street or from upper-level galleries in Plots 6 and 8. A variety of typologies have been incorporated in order to cater to different family types and needs. The dual aspect family homes are generally located on corners with generous amenity as well as within the maisonettes.
- 6.7.12 The mansion block and gallery access block typologies maximise dual aspect homes, with through homes and more conventional corner unit types. The deck access arrangements, which include the provision of well-lit and well-ventilated dwelling entrances, avoid long internal corridors. Plot 7 has 5 homes around a central core on each floor level which is below the 8 stated in Standard 12 in the SPG.
- 6.7.13 There would be multiple communal entrances to Plots 5 and 6, Plot 7 would have a welcoming lobby entrance beneath the proposed portico, and Plot 8 would have maisonettes accessed from the street with clear private entrances from two wings. Across the site regular maisonette front doors have been maximised. This would reduce walking distances to homes, activate the streetscape, and create welcoming spaces that encourage neighbourliness.
- 6.7.14 The internal arrangements of the proposed buildings has been carefully considered. The proposal would deliver joyful lobbies, some which feature double-height spaces and views through the lobbies to the courtyards beyond. Stairs feature prominently in most buildings from the entrances, encouraging usage and lifts would be clearly visible and accessible.
- 6.7.15 The lobbies would be safe, welcoming and well-lit with materials selected to give an individual character to each building and to be long-lasting and easy to maintain. The lobbies would be characterised by colourful tiles which draw from arts and crafts interiors. Post-boxes are provided within lobbies.
- 6.7.16 All homes would also be able to access full fibre broadband connectivity in accordance with Policy SI6 (Digital connectivity infrastructure) of the London Plan.

Daylight, Sunlight and Overshadowing

6.7.17 The BRE guidelines for daylight/sunlight in proposed developments was updated in June 2022. The Mayor's Housing SPG states that BRE guidelines for daylight and sunlight need to be applied flexibly and that the guidelines should be applied sensitively to higher density development in opportunity areas and accessible locations, taking into account the need to optimise housing capacity and for the character of an area to change over time.

Daylight

6.7.18 In terms of daylight an assessment was carried out on 135 sample dwellings located on the first 3 levels and the topmost level of each Plot of the development to cover the worst-case scenario for homes in terms of daylight access, and also to coordinate in line with the overheating risk assessment. The rooms evaluated in the internal daylight assessment included all habitable rooms such as open plan kitchens, living rooms, dining spaces, and bedrooms.

6.7.19 For the 135 living rooms assessed, 95 living rooms met the BRE recommendations, with 18 being within 80% of the and 16 within 60%. The remaining 6 living rooms are located on the lower floors of the development and are therefore subjected to higher levels of obstructions.

6.7.20 In terms of kitchens, of the 84 assessed, 48 met the BRE recommendations, with 5 within 80% and 13 kitchens within 60%. The remaining 18 kitchens are either located on the lower levels of the development or are overshadowed by balconies and walkways and are therefore subjected to higher levels of obstructions.

6.7.21 For the 279 bedrooms assessed, 212 met the recommendations, with 12 within 80% and 15 within 60%. The remaining 40 bedrooms are either located on the lower floors of the development or are overshadowed by balconies and are therefore subjected to higher levels of obstructions.

6.7.22 Whilst balconies and walkways have an overshadowing impact, they provide an amenity space that would have good access to daylight. The BRE guidelines for new developments is a high bar and the majority of the new homes meet these requirements with most of the rest being close to recommendations.

6.7.23 Overall, the proposed development as a whole is anticipated to achieve adequate levels of daylighting to all living rooms and bedrooms which are considered the main habitable spaces with an expectation for daylight amenity. Therefore, the development is considered to provide good quality of accommodation to the future occupants in terms of daylight.

Sunlight

6.7.24 In terms of sunlight, an assessment was carried out on 135 sample dwellings located on the first 3 floors and the topmost floor of each Plot. 134 of the 135 living spaces assessed have at least one main window facing within 90° of due south. The analysis found the following:

- 33 living spaces received more than 4 hours of sunlight - rated as high according to the BRE recommendations;
- 29 living spaces received more than 3 hours of sunlight - rated as medium;
- 33 living spaces received more than 1.5 hours of sunlight - rated as minimum; and
- 22 living spaces received less than 1.5 hours of sunlight but belong to dwellings that have at least one habitable room receiving a minimum sunlight exposure.

6.7.25 The remaining 18 living spaces are located on the lower floors of the development and are therefore subjected to higher levels of obstructions. All these spaces have direct access to private balconies or gardens which allows for an additional private amenity space per dwelling.

6.7.26 The inclusion of private balconies, however, would create an obstruction to the adjacent room in terms of sunlight exposure at the point of the window. In addition, all these dwellings have access to a communal amenity space meeting the BRE targets. Overall, it can be concluded that the proposed design offers adequate accessibility to sunlight in all living spaces within the proposed development.

6.7.27 The lower levels of daylight and sunlight for some homes in this development are the result of a combination of factors including development orientation, the siting of these homes on the lower floors of the development and the existence of shading from balconies on upper floors.

6.7.28 An efficient development layout provided on a constrained site in an urban area will inevitably include some homes that do not meet the daylight and sunlight guidelines. Furthermore, homes on the ground floor and adjacent to courtyards would instead have other benefits including easier access to shared amenity spaces and the nearby BLPF, where excellent day and sunlight levels are available.

Overshadowing

6.7.29 A solar access analysis was undertaken for all of the amenity spaces within and adjacent to the Plots for the full 24 hours of the 21st of March, in line with the BRE guidance. The results show that all 6 amenity spaces assessed receive at least 2 hours of sunlight for more than 50% of their areas on March 21. The

open spaces of the proposed development are therefore considered to be adequately sunlit.

Outlook and Privacy

6.7.30 Many homes would have good quality outlook onto the new main street or to courtyard and amenity spaces as well as across the adjacent BLPF. Buildings that face one another directly are generally separated by at least 18 metres, other than the distance across the route between Plot 6 and Plot 8 (14 metres) which has been carefully designed in the form of a residential lane.

6.7.31 In the case of these buildings, many of the homes that face one another are through-view gallery homes, family corner flats, and maisonettes with front and rear outlook and overall good levels of privacy. The scheme has been designed to both minimise and avoid direct overlooking between windows, or alternatively windows have been sensitively located to achieve the same objective.

6.7.32 Ground floor homes have well defined amenity spaces that face onto the shared courtyards. Upper floor homes have balconies which are typically semi-projecting, which offer a good balance of privacy and feelings of openness. The positions of balconies have been carefully considered in order to minimise overlooking and maximise passive surveillance / eyes on the street.

Playspace

6.7.33 Policy S4 of the London Plan seeks to ensure that all children and young people have safe access to good quality play and informal recreation space, which is not segregated by tenure. At least 10 sqm per child should be provided to all qualifying developments. The Mayor's Child Play Space calculator estimates a total of 267 children would occupy the development which creates a requirement of 2,673.3sqm of play space.

6.7.34 1,937sqm of playspace would be provided within the new residential courtyards and the open play space adjacent to Dalby's Crescent. These playspaces are designed to accommodate children up to five years old and as such are located in close and open proximity to the new homes. The residential courtyards are generous and able to accommodate a variety of ages not just doorstep play.

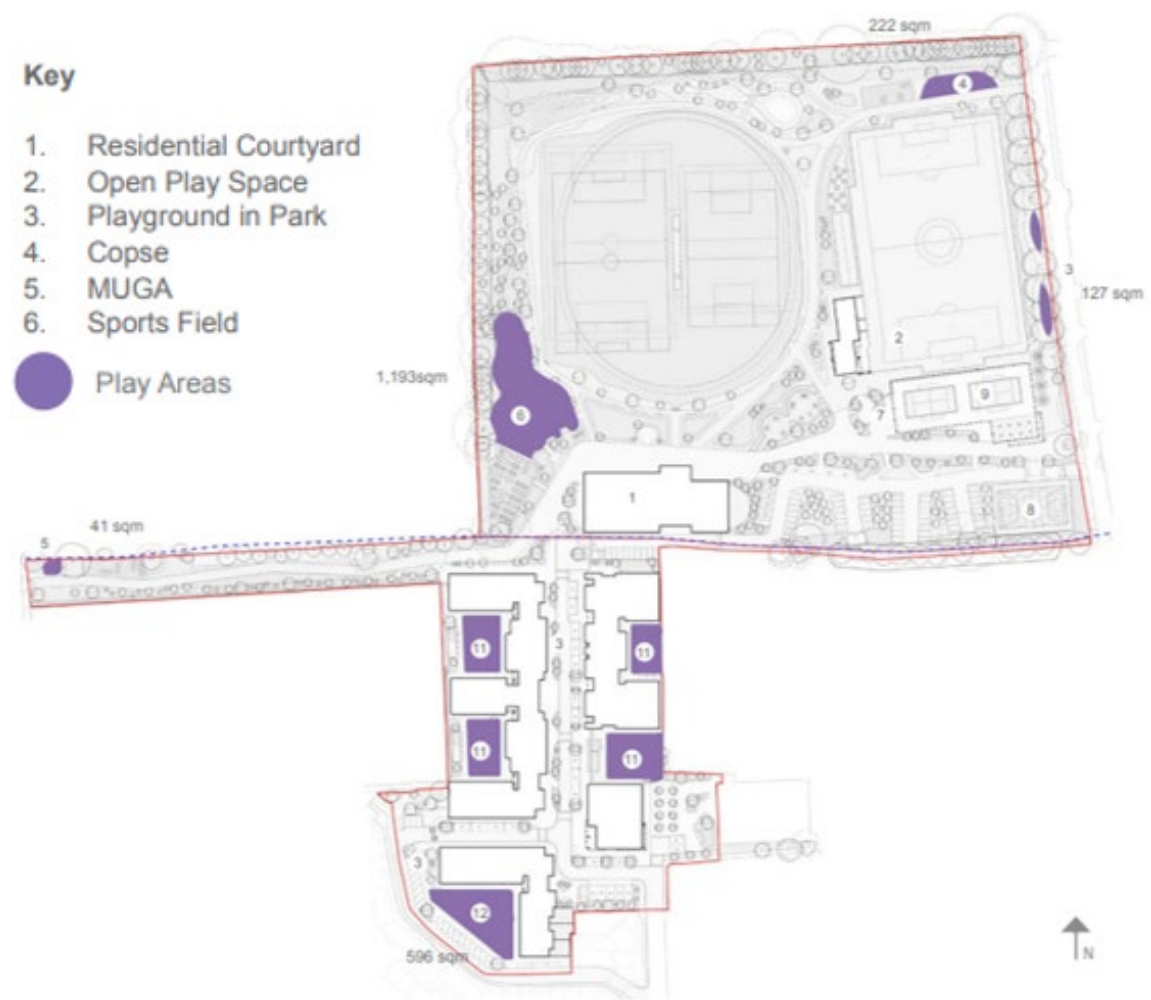
6.7.35 With the proximity to Bull Lane Playing Fields (BLPF) there would be in excess of a policy compliant level of play provision for the proposal overall. The proposed MUGA, sports field (when unprogrammed) and other landscaped areas within the park would all be spaces suitable for teenagers, but there are many other more informal opportunities for older children's play across the wider SUV site which are all secured under Application 2.

6.7.36 1,234sqm of playspace would be delivered within BLPF in a main play area and through playspace at the entrance from Weir Hall Road, with a further 349sqm provided across playspace at the northern entrance to the park and through play on the way along Bull Lane.

6.7.37 The total areas provided would be 1,441sqm for under 5's, 1,689sqm for 5–11-year-olds, and 600sqm for over 12's. This level of playspace would exceed the policy requirements of 1,048sqm for under 5's and 872sqm for 5–11-year-olds.

6.7.38 Policy S4 would also require 754sqm for over 12's and 600sqm would be provided leaving a shortfall in this category. However, given the informal opportunities for older children's play across BLPF this would provide the space to meet the policy. Figure 11 below shows the proposed playspace areas across the SUV project masterplan.

Figure 11 – SUV project masterplan overview showing the proposed playspace areas.



Access and Security

Access

6.7.39 NPPF paragraph 102 states that planning decisions should promote public safety and should take into account wider security requirements.

6.7.40 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design and seek to ensure new development can be used easily and with dignity by all.

6.7.41 London Plan Policy D7 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Policy DM2 of the DM DPD also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.7.42 The scheme would provide 10%+ Part M4(3) (Wheelchair user) dwellings in line with the London Plan and current Part M Building Regulations. This would be achieved by providing 21 Part M4(3) homes, as follows:

- Ground floor M4(3) homes have been maximised.
- Types: 16no. x 2 bed and 5no. x 3 bed
- Dwellings are spread out across the scheme and split proportionally per plot.
- Homes are in close proximity to on-street blue badge parking spaces.
- Upper floor M4(3) flats are served by cores with two lifts.

6.7.43 General pedestrian and cycle access would be improved through the provision of new pedestrian and cycle routes through the site and new public realm including new pathways and access routes. All main residential entrances have been designed to be accessed directly from adjacent pedestrian routes and to be easily identifiable. A condition is recommended which would ensure that 10% of the homes would be accessible for residents that use a wheelchair.

Security

6.7.44 London Plan Policies D1, D2, D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.

6.7.45 The development has been designed in accordance with Gold standard Secured by Design principles with input from the Designing Out Crime Officer (DOCO) of the Metropolitan Police. Windows have been carefully positioned to maximise natural surveillance over the public realm areas. The development would also improve natural surveillance near to BLPF.

6.7.46 Residential cores would be fitted with video call entry system identification measures and all blocks would have two layers of access control. Windows and doors that could be accessed from public areas would have to meet the additional security requirements set by the Police. Lighting would be provided to all footpaths, courtyards, entrances, and refuse & cycle store areas. Cycle parking would be secure and covered.

6.7.47 The development would include defensible space, located between footways and front elevations that would provide a clear identification of private and public space, improve the visual quality of the public realm, and would be designed to discourage climbing and anti-social behaviour. The DOCO has reviewed this application and raised no objections subject to the imposition of a Secured by Design condition on any grant of planning permission.

Air, Noise and Light Pollution

6.7.48 The NPPF states: *'planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.'* (Paragraph 199).

6.7.49 London Plan Policy SI1 requires development proposals to not worsen air quality and be at least Air Quality Neutral. The London Plan is supported by the Control of Dust and Emissions In Construction SPG. The London Plan states that new developments must be considered Air Quality Neutral.

6.7.50 London Plan policy D14 Noise requires development to reduce, manage and mitigate noise to improve health and quality of life. Policy DM23 of the DM DPD: Environmental Protection seeks to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution.

6.7.51 Part h) of Part c) (Impacts) of policy D9 of the London Plan requires new tall buildings to be designed to minimise light pollution from internal and external lighting. Policy DM23 of the DM DPD: Environmental Protection requires development proposals to mitigate potential adverse impacts from lighting. To ensure it is: Appropriate for its purpose in its setting; Designed to minimise and provide protection from glare and light spillage; and energy efficient.

6.7.52 The proposed development is in a suitable location for residential development in respect of the existing local air quality and noise conditions. To the north and west of the site are large open spaces and to the south are residential streets which do not currently have high levels of noise or air pollution. To the east are relatively low intensity industrial uses.

6.7.53 The Air Quality Assessment submitted with the application identifies that the SUV project would generate fewer car trips than the existing site uses and is therefore Air Quality Neutral with respect to transport-related emissions. The annual building NOx emissions fall below the benchmarked emissions; therefore, the SUV project is Air Quality Neutral with respect to building-related emissions.

6.7.54 The Air Quality Assessment identifies a series of mitigation measures for the construction phase to minimise the air quality impacts from the proposed development. The Council's Pollution Officer has assessed the proposals and has no objections relating to air quality subject to conditions being recommended relating to NRMM, dust monitor locations, and boiler NOx emissions restrictions.

6.7.55 In relation to the operational phase the Air Quality Assessment confirms that future pollutant concentrations at the proposed development are anticipated to remain within the air quality objectives as a result of increasingly stringent vehicle emissions standards and the move to electric vehicles. Given this situation the statement concludes that on-site mitigation is therefore not required to protect future users from poor air quality.

6.7.56 Given the orientation and siting of the new buildings away from the closest residential properties the proposal would not create undue noise and light pollution impacts. Any noise and light created would be commensurate with a residential neighbourhood and would be acceptable.

Residential Quality summary

6.7.57 The proposed homes would meet prescribed space standards, with almost all homes being dual aspect. Most habitable rooms and private amenity spaces would have good access to daylight and sunlight and communal spaces would not be subject to undue overshadowing.

6.7.58 The overall quality of the homes would be high with good outlook and privacy commensurate with other homes in the area. Security has been well considered, all homes would meet access requirements, and the development would be Air Quality Neutral. Playspace in excess of policy requirements would be provided across the project masterplan.

6.8. Impact on Adjoining Occupiers

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

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

Daylight and Sunlight Impact

- 6.8.3 The proposed development is well separated from existing residential properties. A BRE daylight, sunlight and overshadowing assessment has been submitted in support of the application which confirms that the proposals would not have a material undue impact on existing properties surrounding the site.
- 6.8.4 Of the 330 windows tested: 143 windows passed the 25-degree line test; 11 windows achieved vertical sky components (VSCs) greater than 27% and belong to rooms meeting the no sky line (NSL) target; 139 windows achieved VSCs greater than 27%; and 34 windows achieved relative VSCs over 0.8 of their former values.
- 6.8.5 Therefore, 327 out of 330 windows assessed meet the BRE recommendations. The remaining 3 windows were found to belong to 14-48 Selby Road, achieving relative VSCs of 71%, 75%, and 79% over their existing value. Given the large scale and nature of this regeneration project as well as the relatively minimal deviation from the BRE guidance (expectation of 80%), these windows and the associated rooms are expected to perform appropriately given the urban location.
- 6.8.6 The adjacent school to the west would be a significant distance away from the proposed new buildings which would also be at their lowest height (4 storeys) near to the shared boundary. As such, there would be no material impact on the nearby school in terms of daylight/sunlight impacts.

Outlook and Privacy

- 6.8.7 The separation distance between existing homes and proposed buildings would maintain existing arrangements (around Dalby's Crescent) or be significant given the open spaces to the north and industrial units to the east. The separation distances would be substantial for an urban area and would ensure existing homes in the area retain good levels of outlook.
- 6.8.8 Most private amenity spaces for the proposed development are located away from neighbours or are sited in a way that would be commensurate with other amenity relationships in the area. Further screening between the new and

existing properties is also provided by fencing and tree planting. As such, any loss of privacy to existing residential properties would be minimal.

- 6.8.9 Openings have been minimised in the elevations closest to the shared boundary with the school to the west which would result in no undue overlooking. The building heights to this boundary also step down to four storeys. These design factors would maintain privacy and minimise overlooking of the school and its open spaces that adjoin the application site.

Air Quality, Noise and Light Impact

- 6.8.10 Policy SI1 of the London Plan states that development proposals should be air quality neutral which the development achieves. Policy DM23 of the DM DPD states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.11 There would be a reduction in vehicle movements from the development in comparison with the previous use of the site as a community centre. The development would be heated through low-carbon measures. Boilers would not be installed other than as a backup temporary measure.
- 6.8.12 The new homes would not be expected to give rise to a significant amount of noise disturbance in the local environment.
- 6.8.13 The development would include new lighting throughout to ensure public realm areas are safe and secure. This lighting would be designed sensitively to maximise safety whilst minimising unnecessary light spill. This matter can be adequately controlled by the imposition of a condition on any grant of planning permission.
- 6.8.14 As such, the air quality, noise and light impact on neighbouring properties and the adjacent school would not be significant.

Construction Impact

- 6.8.15 Any dust, noise or other disturbances relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. The construction methodology for the development would be controlled by the imposition of an appropriate condition to minimise its impact on existing residential properties and the adjacent school.

Impact on Industrial uses and Agent of Change principle

- 6.8.16 Queen Street Locally Significant Industrial Site (LSIS) lies to the east of the site. The largest building sited immediately to the east, which is currently occupied

by Booker Wholesale, is the subject of a current planning application (LBH Planning Reference: HGY/2024/1203) which seeks permission for the redevelopment of the existing site for industrial and warehousing purposes, with ancillary office accommodation.

6.8.17 This application has a resolution to grant planning permission subject to the signing of a s.106 legal agreement from members of the Planning Sub-Committee but is subject to ongoing negotiations on an associated s106 agreement which have not yet been concluded.

6.8.18 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development. The policy puts the onus on applicants to demonstrate that their proposed development is designed to take account of existing uses, so that it does not threaten established businesses.

6.8.19 The nearest noise-sensitive future receptors within the development site are on the east elevations of Plots 5 and 7 which would be near to the boundary with Queen Street LSIS and the Booker Wholesale building. The proposed redevelopment of the Booker site would involve three external heat pumps and HGV and LGV vehicle movements in the yard along the east side of the site.

6.8.20 Given the siting of the nearby school to the west it is considered that noise generated from the educational use would not give rise to unreasonable levels of noise and disturbance. The proposed buildings would be sited similar distances away from the school to other residential buildings and the relationship would be commensurate.

6.8.21 The Noise & Vibration Assessment submitted in support of the application confirms, based on the findings of on-site noise levels (including those predicted by the applicant proposing to redevelop the Booker site), that typical thermal double glazing and non-acoustic trickle ventilators would be capable of controlling intrusive noise to acceptable levels within all habitable rooms of the proposed residential buildings. This would be secured through the imposition of a condition on any grant of planning permission.

Impact on Adjoining Occupiers summary

6.8.22 The impact of the proposed development together with appropriate conditions, would ensure that the amenity of neighbouring residents and occupiers and the adjacent school are not materially impacted and the scheme would comply with London Plan policy D13 'Agent of Change'.

6.9. Transportation and Parking

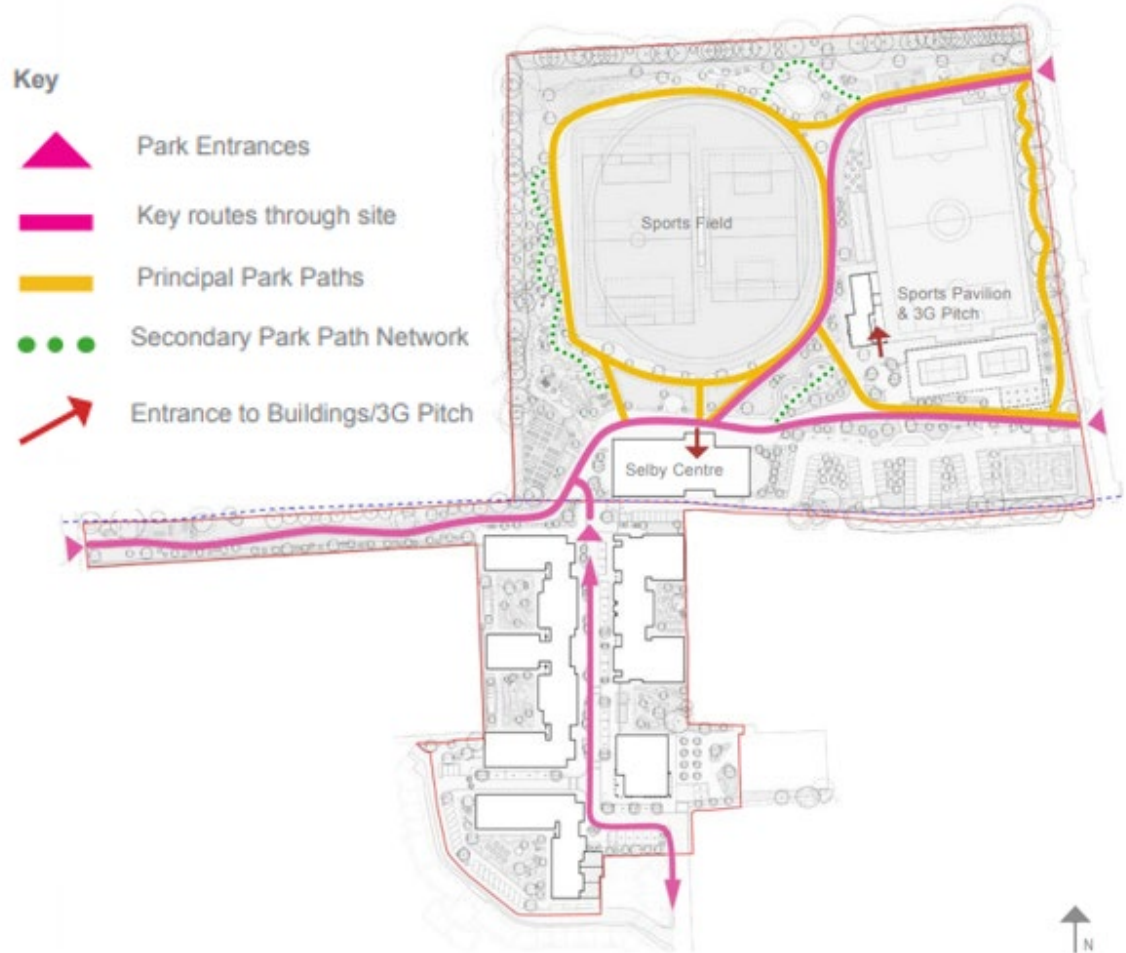
- 6.9.1 Section 9 of the NPPF sets out objectives for promoting sustainable transport. Paragraph 110 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.9.2 NPPF Paragraph 115 states that development proposals should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up; safe and suitable access to the site can be achieved for all users; the design of streets, parking areas, other transport elements reflects current national guidance, including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 6.9.3 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 6.9.4 Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.9.5 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.
- 6.9.6 This is supported by Policy DM31 of the DM DPD. Policy DM32 of the DM DPD states that the Council will support proposals for new development with limited on-site parking where the site PTAL is at least 4, where a controlled parking zone exists, where public transport is available, where parking is provided for disabled people and where the development can be designated as 'car capped'.

Access (pedestrian, vehicle and cycle)

- 6.9.7 Pedestrian and cycle access is proposed throughout the masterplan via Bull Lane, Weir Hall Road and Selby Road. The new routes are supported as they improve connections from surrounding areas through and to the site. The site would have a main pedestrian, vehicle and cycle route through the centre of the site which would link to Bull Lane and Weir Hall Road to the north.
- 6.9.8 The new routes are welcomed as they would make significant improvements to north-south and east-west routes through the site and provide improved

connections to the new community and sports and recreation uses. Figure 12 below shows the movement routes through the wider SUV project masterplan.

Figure 12 – SUV project masterplan overview showing the movement routes through the project sites.



6.9.9 An Active Travel Zone (ATZ) assessment was carried out and submitted as part of the Transport Assessment (TA). The assessment has focussed on routes to the east around Tottenham High Road where the amenities are rather than walking routes to the west of the site including the main access on Selby Road.

6.9.10 LBH Transport have requested as part of the scope of an agreement (secured through the Director's letter) for footways on Selby Road to be resurfaced given that the site would generate an increase in trips by foot from the site and the road would be the primary access to the new development.

6.9.11 In relation to Selby Road, the applicant has agreed to resurface the footways north of the southernmost point of the application site. The footways to the

south of that point are in good condition and would not be affected by the development.

- 6.9.12 TfL highlighted that the creation of a new connection to Weir Hall Road to the west should be complemented by improvements to local highways and the public realm as well as connections to Cycleway 1 to the south. This would include a range of small-scale measures such as dropped kerbs, lighting and signage from Weir Hall Way. LBH Transport also noted that this new route would require the creation of a new access on Weir Hall Road.
- 6.9.13 The applicant has agreed to such works insofar as they form part of a holistic plan across the site. It is accepted that it would only be reasonable and necessary for the works to be limited to enhancements to the entrance from Weir Hall Way i.e. the creation of a new pedestrian and cycle access onto Weir Hall Road footway/highway to include a dropped kerb, provision of signage, and lighting in this area only.
- 6.9.14 All highway improvements to local highways and the public realm relating to access shall be secured through the Director's letter and the imposition of recommended conditions relating to landscaping.

Highway works

- 6.9.15 The development would include some changes to the adopted highway on Selby Road. These works include the removal of the existing vehicles access, new footways, new highway realignment, car club bay, removal of on-street resident bays on Selby Road, and new vehicular accesses.
- 6.9.16 The realignment to the highway on Selby Road would remove the existing turning head. LBH Transport have requested it is retained as it may be used for larger vehicles to turn. The applicant has provided swept path analysis that shows the existing turning head is only suitable for small vans less than 6m long.
- 6.9.17 The new extension to Selby Road would allow 8m box vans to turn and hence is an improvement on the existing situation and allows for larger vehicles to turn around. Access to this road and the turning area must be maintained at all times and this would be secured by the imposition of a condition on any grant of planning permission.
- 6.9.18 The proposed changes to Dalby's Crescent includes road layout changes and reconfiguration/reallocation of parking for existing residents. The works to Dalby's Crescent would be secured through the imposition of a condition relating to landscaping on any grant of planning permission.

Transport Impact – Public Transport Network

6.9.19 It is estimated that there will be a net impact for the entire development of 761 two-way trips across a weekday from 0700-1900, and within the AM peak hour an increase of 122 and within the PM peak hour an increase of 54 trips. There are the most significant net increases for pedestrians, National Rail and bus trips. There is unlikely to be a significant impact on the London Overground or National Rail networks to require mitigation.

6.9.20 There would be an increase in bus use of 22 trips in the AM peak, and while this would not require improvements to bus frequency, TfL have indicated that there is the opportunity to formalise bus stops instead of the existing Hail and Ride sections, to provide a more defined location especially for leisure users in off peak hours and hours of darkness.

6.9.21 Whilst TfL suggest that a contribution towards the delivery of bus infrastructure may need to be secured. They have not evidenced its need based on the increase in trips as a result of the development which would be modest. Buses would still be able to pull in and stop as part of the existing hail-and-ride service, and whilst new fixed bus stops may be desirable it would not be necessary to make the development acceptable, particularly given the capital cost of its introduction.

6.9.22 The development is creating high quality new pedestrian and cycle links between Weir Hall Lane, Selby Road and Bull Lane, all with improved lighting and safety & security measures which would significantly improve permeability and enable local residents from the wider area to better access Cycle Route 1. The public benefits of the scheme are sufficient and contributions to bus services would not be necessary to make the development acceptable.

Vehicle Parking

6.9.23 London Plan policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. It goes on to state 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, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

6.9.24 Policy DM32 of the DM DPD states that parking will be assessed against the relevant standards set out in the London Plan. And the Council will support proposals for new development with limited or no on-site parking where:

- there are alternative and accessible means of transport available,
- public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index,
- a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development,

- parking is provided for disabled people, and
- parking is designated for occupiers of developments specified as car capped.

6.9.25 The proposed development would provide 21 accessible spaces (blue badge) for residents and re-provision of two accessible pay-by-phone spaces for the retained sports hall. The residents' parking would be managed by LBH Housing and the two pay by phone sports hall bays would be managed by the Selby Trust as existing. The 21 accessible car parking spaces would be numbered and allocated to residents in accordance with their permit agreement(s).

6.9.26 The site has a PTAL of 3 (when calculated manually by the applicant or 2 when using the Webcat planning tool) which falls short of the PTAL of 4 required by DM32 for no on-site parking (not including blue badge spaces). The CPZ in place in the area is the Tottenham Event Day CPZ which restricts parking to permit holders only when events are on at the Tottenham Hotspur Stadium.

6.9.27 If an event was held Monday to Friday, then the restrictions would be in place 17:00 – 20:30, and if held on a Saturday, Sunday or Public Holiday then the restrictions would be in place 12:00 to 20:00. Outside of these times parking is not restricted.

6.9.28 The applicant has demonstrated that the development proposal would be able to provide the required number of 21 accessible parking spaces from the outset. All accessible bays associated with the development would need to be for resident use only, leased not sold, and designed to accord with design guidance BS8300: Vol 1 and demonstrate correct dimensions, including the 1.2m hatched area for bays. This would be secured through the imposition of a condition on any grant of planning permission.

6.9.29 The site would include 92.6sqm of commercial floorspace. Policy T6.5 (non-residential disabled persons parking) of the London Plan states that 'all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided'. However, given the relatively small size of the commercial unit serving mainly local residents within a short distance from their homes, it is considered that it would not generate enough demand to justify the provision of a dedicated blue badge bay.

6.9.30 LBH Transport have requested that an Event Management Plan is secured through condition to enable the LPA to better understand how the bays would be used to reduce the impact on neighbouring residential streets and help support the use of sustainable forms of transport.

6.9.31 The spaces are existing spaces that serve the existing Sports Hall that falls outside of the application site. The landscaping proposals would move these

spaces so that the public realm is improved but they would continue to serve the Sports Hall. It would be unreasonable and unnecessary to restrict parking spaces that are existing, regardless of their relocation, and which relate to a facility that falls outside of the application site.

- 6.9.32 The parking proposals are supported by TfL subject to residents being prevented from securing on-street parking permits. LBH Transport are concerned that outside of event day parking restrictions there are no controls to prevent an increase in parking pressure in the area.
- 6.9.33 In order to mitigate against these potential parking increases, LBH Transport have requested that a review of the current parking management measures on Selby Road and other roads contained within the Tottenham Event Day CPZ is undertaken and parking and loading measures and potential changes to the CPZ operating hours are implemented.
- 6.9.34 The submission identifies that the applicant has complete control to ensure that only those who do not own a car and are willing to continue living without access to a private car are offered housing in this location. This would be controlled through the housing offer, and ongoing through leases and ineligibility for parking permits for the local CPZ.
- 6.9.35 The applicant has reviewed data from the DVLA which identified that between 1 and 4 vehicles are registered to car free Council homes in the Borough – equating to between 0.007 and 0.029 cars per household. They have used this data to make an assumption that less than 6 cars would potentially be owned by new residents and parked in the area.
- 6.9.36 The applicant has carried out parking beat surveys that show that there would be between 9 and 12 spare resident permit spaces on Selby Road to accommodate the 6 cars mentioned above. This could increase the maximum parking stress on Selby Road from 65% to 88% (23 of 26 spaces occupied).
- 6.9.37 If parking is at capacity on Selby Road, the next most likely locations for residents to park would be Trafalgar Avenue, Allington Avenue, Oak Avenue and White Hart Lane; with at least 9, 39, 48, and 48 overnight unoccupied residents permit spaces, respectively (40% - 70% parking stress, at the time of the surveys).
- 6.9.38 LBH Transport have commented that there is sufficient on-street capacity to accommodate an increase in some parking from the development with 273 spaces located within a 200m radius of the site. However, they are concerned that the lack of a more regularly enforced CPZ being in place may still result in more cars being parked in the area than the 6 cars suggested by the applicant.

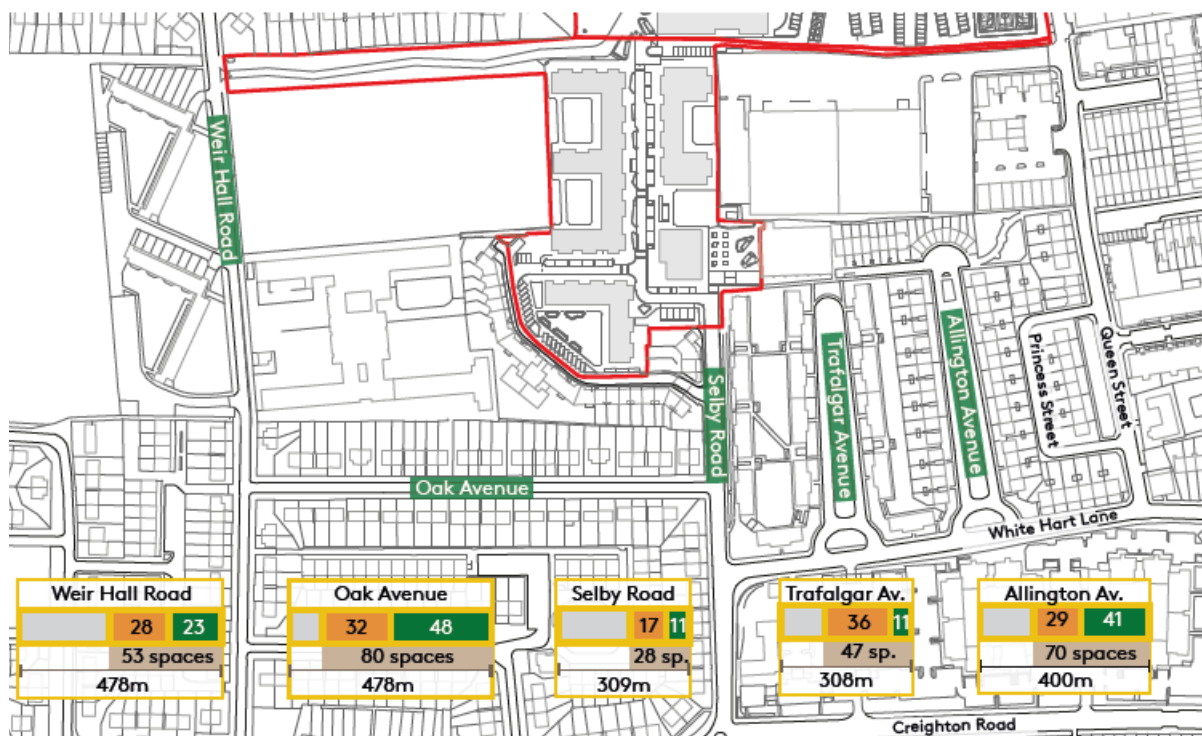
6.9.39 An overall parking provision of 0.37 spaces per home has previously been accepted by Officers as an appropriate level of parking to satisfactorily meet the demand for the residential element of a previous iteration of the scheme as part of pre-application discussions.

6.9.40 The proposals would provide 10% of homes with a parking space on site (0.1 spaces per unit) meaning that if the homes in the development were not specifically allocated to people who accepted a car-free tenancy and owned and parked a car, there would be a potential on-street parking demand of 0.27 spaces per unit. Applying this to the 202 homes proposed equates to a theoretical demand for 55 spaces on-street.

6.9.41 Whilst this worst-case scenario could feasibly be accommodated by the unoccupied spaces located within a 200m radius of the site, because future residents would most likely choose to park as close as possible to their homes, on-street parking is likely to spread outwards from Selby Road to Trafalgar Avenue, Oak Avenue, and Allington Avenue, before demand increases on Weir Hall Road and beyond.

6.9.42 Figure 13 below shows that Selby Road had a minimum of 11 unoccupied spaces during the parking surveys, Trafalgar Avenue 11 unoccupied spaces, Oak Avenue 48 spaces, and Allington Avenue 41 spaces. Diagram Key – Grey = capacity; Orange = occupied at 5am; Green = unoccupied at 5am.

Figure 13 – Diagram indicating available parking spaces within 200m of the proposed new homes.



- 6.9.43 This means that there is the potential that Selby Road and Trafalgar Avenue would have no spare parking spaces, and the unoccupied spaces in Oak and Allington Avenues would significantly reduce to around 25-30 spaces each.
- 6.9.44 Parking would operate on a first come first served basis, so if residents of the new development found a space on Selby Road, this may mean that an existing resident of Selby Road would find they have to park further away on Oak Road or Allington Avenue rather than on Selby Road until the next time they are able to find an unoccupied space on Selby Road.
- 6.9.45 It is not considered that the aforementioned controls that the applicant has through the housing offer, which would be ongoing through leases and ineligibility for parking permits for the local CPZ would be sufficient in preventing increased parking demand and pressure in the roads around the development.
- 6.9.46 The current CPZ restrictions would also be insufficient in preventing potential car owners from parking in these adjacent streets as they would only need to move their vehicle on event days or they could acquire visitor parking permits for each event and park their vehicles.
- 6.9.47 The adverse parking displacement and potential inconvenience to existing residents of Selby Road and Trafalgar Avenue would be undue. These potential harmful impacts from increases in parking pressure are why DM DPD policy DM32 only supports limited or no on-site parking where the site PTAL is at least 4 and there is a full CPZ in place that restricts parking.
- 6.9.48 The applicant considered including a basement car park in the proposals to provide parking for residents but its construction would have made the development unviable with the cost of its construction amounting to approximately £2.5million. Given that the scheme is delivering Council housing for social rent and is publicly funded, such a cost would have prevented the scheme being delivered.
- 6.9.49 Accommodating car parking at ground floor level would also have significantly reduced housing numbers and/or had a deleterious effect on landscaping and the high urban design quality of the scheme. In order to accommodate parking, it is likely that Plot 7 would have had to be removed which would have resulted in the loss of 25 homes and the introduction of a large area of hardstanding.
- 6.9.50 The concern from LBH Transport is acknowledged. It would be reasonable to seek the requested figure for a review of, and potential changes to, the CPZ operating hours. Whilst the PTAL of the site would fall short of the 4 required by DM32, this would not be required in this instance given the tenancy restrictions and controls the applicant has which would help manage car ownership.

6.9.51 Therefore, it is recommended that the Director's Letter includes a requirement for a review of the current parking management measures on Selby Road and other roads contained within the Tottenham Event Day CPZ to be carried out and for parking and loading measures and potential changes to the CPZ operating hours to be implemented prior to occupation to address the parking impacts from the development.

6.9.52 TfL has identified that the proposal for nine spaces in the Haringey boundary for the Selby Centre needs to be justified. The nine spaces are proposed in a secure compound that would be managed by the Selby Centre management. This level of parking provision would ensure that the operational needs of the centre can be met and is acceptable.

Electric vehicles & charge points

6.9.53 London Plan policy T6.1 Residential Parking requires that '*at least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces*'. The applicant would provide Electric Vehicle (EV) charging in line with the London Plan; and this would be secured by conditions.

6.9.54 LBH Transport have also requested full provision of active charging points for the Sports Hall accessible parking spaces. However, although the spaces are moving to facilitate improvements to the public realm, these are existing spaces and it would be unreasonable to insist upon this.

Car Parking Management Plan

6.9.55 A condition is recommended which would ensure final details are submitted of all the residential parking identifying that all accessible bays shall be for resident use only, leased not sold and allocated in accordance with need, and designed to accord with design guidance BS8300: Vol 1. Demonstrating correct dimensions, including the 1.2m hatched area for the bays.

6.9.56 The condition would also require the amount of active and passive electric vehicle charging points for the residential use to be provided in line with the London Plan.

Car club

6.9.57 The proposal would also provide a car club bay as an alternative to on-site car parking. The bay would be located at the northern end of Selby Road at the southern part of the application site. This would help to ensure that the site is being sufficiently supported to maximise its potential to increase sustainable transport use and deter private car usage.

6.9.58 The applicant would be required to use all reasonable endeavours to establish a car club by working with a car club operator to provide the proposed new car club bay which residents can make use of. This would assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets.

6.9.59 The applicant would also be required to pay the membership costs of a car club and a credit (£100) for up to two occupiers of each residential unit for 2 years. It is recommended that occupation is restricted until the car club has been established and the obligations have been complied with. Full details of the car club provision would be secured as part of the Travel Plan.

Cycle Parking

6.9.60 The total proposed cycle parking has been assessed against London Plan policy T5 Cycling. Policy T5 requires that developments secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards.

6.9.61 Provision for 382 long-stay and 7 short-stay cycle parking spaces are proposed for the homes; cycle parking for the commercial unit would be provided to the southwest corner of Plot 7. Cycle parking would be provided through a mixture of enlarged accessible stands, two-tier, and sheffield stands.

6.9.62 The location of the proposed long-stay spaces has been set out, it would see cycle parking being located within multiple locations including inside homes, independent bike stores, and block stores. All long-stay bike stores have a single access into them.

6.9.63 The development meets the requirement for new developments to have 5% of its cycle parking enlarged to accommodate larger adapted cycles. The short-stay cycle parking would be located across 6 areas and visitors would be able to lock their bikes against sheffield stands, 6 stands are located adjacent to the Sport Hall.

6.9.64 Details relating to the cycle storage and access to it would be secured by a recommended planning condition requiring the applicant to submit details and plans of cycle parking spaces to indicate and ensure compliance with London Plan policy T5 and Transport for London's London Cycling Design Standards (LCDS).

Travel Plan

- 6.9.65 A draft Travel Plan has been submitted in support of the application. Adjusted data from the 2011 census has been used to demonstrate the mode of transport for residents split over a 12-hour period and during the AM/PM peaks.
- 6.9.66 Travel by foot is likely to be how most residents would travel to and from the site, though these trips may be to destinations where other forms of transport would be taken for further onward travel. There would still be vehicle trips generated by the development.
- 6.9.67 Three targets have been given which look to decrease car use by 10%, increase walking and cycling by 5% all within five years. Some of these targets may be difficult to achieve as no tangible measures have been proposed at this stage as to how the targets would be achieved in practice.
- 6.9.68 In line with the Planning Obligations SPD, LBH Transport have requested that Travel Plans are secured for the separate components of the development as well as a Travel Plan Monitoring Fee of £3,000 to be paid per year for the first 5 years (£15,000 total contribution). Given the modest size of the commercial unit the travel plan would deal with both the commercial unit (once an occupier has been identified) and the residential element of the scheme.
- 6.9.69 The Travel Plan secured through the Director's letter shall be submitted within 6 months of first occupation and detail means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The applicant would be required to implement comprehensive measures to promote and maintain cycling and provide details of the car club provision.
- 6.9.70 The approved Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority. A travel plan co-ordinator, working in collaboration with the Estate Management Team, shall be appointed to monitor the travel plan initiatives annually for a minimum period of 5 years.

Deliveries and Servicing (including waste)

- 6.9.71 A draft service and delivery plan has been submitted with the application which concludes that the scheme would generate 59 two-way movement for LGVs and 6 two-way HGV trips, this has been based upon comparable TRICs sites within London within similar sizes to this site over a 13-hour period.
- 6.9.72 The existing servicing trips have been provided which show that there are 16 LGV two-way trips over a 12-hour period, subsequently demonstrating that this site would produce a higher number of trips on the local highway and on the site itself.

- 6.9.73 Swept path drawings have been provided showing how a 7.2m panel van using the turning head at the northern end of the development can leave in a forward gear. Drawings submitted also show how a 7.2m panel van would stop and unload at specific bays within the application site.
- 6.9.74 Refuse vehicles would be able collect from the step free bin stores without Council operatives travelling further than 10m. The vehicles would travel north through the development to the turning head where bollards would be dropped for them to proceed to the relocated Selby Centre in one direction.
- 6.9.75 An operational waste management strategy has been submitted with the application that outlines how the annual municipal waste quantities estimated to be generated by the development have been calculated. This equates to 916 tonnes of municipal waste although the volume of waste is expected to be lower. Consideration of further waste separation and waste minimisation measures have been included as part of this strategy which is welcome, as legislation and Haringey waste contracts may change in the future.
- 6.9.76 The strategy outlines the waste storage requirements for the properties with communal waste storage. These meet the waste storage guidance note in terms of numbers, types, locations and configuration. Efforts to ensure unimpeded vehicle access to the bin stores and measures in place that mean there is no need for reversing and turns is also welcome.
- 6.9.77 A full swept path analysis for the Refuse Collection Vehicle (RCV) manoeuvres within the proposal is provided with this application and has been shared with Haringey's appointed waste contractor Veolia. They have not raised any concerns.
- 6.9.78 Collections from the commercial unit are chargeable and can be provided by either Haringey / Veolia, or a private waste collector. Whoever is used, they should be a registered waste carrier, complying with the waste duty of care code of practice and can produce the relevant documentation if requested.
- 6.9.79 A final Service and Delivery Plan and Site Waste Management Plan would be secured by the imposition of conditions to manage deliveries and collections accessing the site and to limit the number of trips to the site to manage the impact on the highway network, in accordance with London Plan policy T7 Deliveries, servicing, and construction.
- 6.9.80 Given that the refuse access and egress routes would be delivered outside of the site within BLPF a pre-occupation restriction condition is recommended which would require the routes within BLPF to be implemented as approved and made operational prior to occupation of the housing development.

6.9.81 Any necessary changes to the traffic management order for the hours of operation of the loading bay shall be secured through the Director's letter.

Construction Works

6.9.82 Construction works are generally controlled by other forms of legislation. A draft Construction Logistics Plan (CLP) has been submitted as a chapter of the Transport Assessment.

6.9.83 The programme of works is expected to take at least 18 months. Vehicle routing for the site is proposed via White Hart Lane/Creighton Road. Previous feasibility work conducted by the Council concluded that roundabouts in this area are not unsuitable for large vehicles movement, especially HGVs of 16.5m without damaging infrastructure or creating unsafe road conditions for other road users.

6.9.84 More information is required on proposed vehicles, trip generation, swept paths, and possible forms of mitigation to offset construction impacts. This will be secured through a recommended pre-commencement condition seeking an updated detailed Construction Logistics Plan which would include a Travel Plan for construction staff. Construction staff would be encouraged to travel to site using public transport and bicycles.

6.9.85 As required by TfL the CLP would be produced in accordance with TfL best practice guidance and consider major events at Tottenham Hotspur Stadium which require road closures and which can affect the performance of the local highway network.

Transportation and Parking summary

6.9.86 The proposal would improve north/south and east/west connections through the site, with secured highway works improving the southern and western accesses. The proposal would not have an unacceptable impact on public transport. The proposed level of car parking would be acceptable subject to a CPZ review being secured and the implementation of potential changes to the CPZ operating hours.

6.9.87 Recommended conditions would ensure there would be sufficient electric vehicle charging points, car parking would be managed and sufficient cycle parking would be secured. The applicant would be required to use all reasonable endeavours to deliver a car club space and establish a car club. Travel plans would be secured through the Director's letter and deliveries and servicing and construction logistics would be managed by recommended conditions.

6.9.88 All highway improvements to local highways and the public realm shall be secured through the Director's letter. The following would be secured:

- Residents of the site shall be prevented from obtaining on-street car parking permits.
- The provision of a new Car Club Bay on Selby Road which is to be supported with a separate electric vehicle charging facility, type of EV charge to be agreed by the highway authority.
- Reconstruction of footways north of the southernmost point of the application site to mitigate deterioration caused by the development on Selby Road.
- Enhancements to the entrance from Weir Hall Way i.e. the creation of a new pedestrian and cycle access onto Weir Hall Road footway/highway to include a dropped kerb, provision of signage, and lighting in this area only.
- Reinstatement of footways where the current vehicle crossovers become redundant as result of the development on Selby Road.
- Realignment of the highway including a new road layout on Selby Road and new turning head – access to which shall be maintained at all times.
- All accessible bays shall be for resident use only, leased not sold, and designed to accord with design guidance BS8300: Vol 1. Demonstrating correct dimensions, including the 1.2m hatched area for bays.
- Proposed changes to Dalby's Crescent including road layout changes and reconfiguration/reallocation of parking for existing residents.
- Stage 1 and 2 Road Safety Audit to be completed during the design stage of the works

6.10. Energy, Climate Change, and Sustainability

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

6.10.2 London Plan Policy SI2 states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected.

6.10.3 Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

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

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

Carbon Reduction

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan further confirms this in Policy SI2.

6.10.7 The development would achieve a reduction of 91% carbon dioxide emissions for the domestic (housing) part of the development and a 51% reduction for the non-domestic part, which is supported in principle.

6.10.8 The applicant has submitted an Energy Strategy in support of this application. Photovoltaic panels would be provided on building roofs. The development is expected to connect to the Meridian Water Heat Network, which would provide heating and hot water to the proposed dwellings.

6.10.9 If the connection to the heat network is not available when required, the development has proposed a temporary boiler back-up strategy. Connection to the District Energy Network (DEN) would be secured through obligations contained within the Director's letter.

6.10.10 The development would use no fossil fuel combustion and would be near to zero carbon. The fabric efficiency of the buildings would be high. The overall predicted reduction in carbon dioxide emissions for the proposed housing development shows a substantial reduction of 91% against a Part L 2021 compliant scheme.

6.10.11 The shortfall to a zero-carbon reduction from the baseline for the domestic portion of the scheme would be 18.9 tonnes per annum of regulated CO₂, equivalent to 567.4 tonnes over 30 years. For the non-domestic portion it would be 0.2 tonnes per annum, equivalent to 5.0 tonnes over 30 years. The cumulative CO₂ savings on site are estimated at 55% for the non-domestic part of the development.

6.10.12 The shortfall would be offset through a financial contribution which would be secured through a planning obligation within the Director's Letter. The estimated carbon offset contribution would be £53,900 (indicative), although a 10% management fee would be added and the final carbon offset contribution would be re-calculated at £2,850 per tCO₂ when a final Energy Plan is submitted and at Sustainability review.

Whole Life Carbon and Circular Economy

- 6.10.13 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.10.14 Policy SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste. Local Plan policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.
- 6.10.15 The analysis undertaken in the Whole Life Carbon (WLC) Assessment submitted with the application does not yet comply with London Plan Policy SI2. Further information is required on the material assumptions and all life cycle modules. A recommended condition would require the submission of a post-construction assessment to report on the development's actual WLC emissions.
- 6.10.16 The applicant has submitted a Circular Economy Statement which confirms a range of circular economy principles have been used for this development.
- 6.10.17 These measures include the development being cut and fill neutral, avoiding basements, optimising structural grids to minimise the requirement for transfer structures, avoiding loadbearing walls to maximise future flexibility, standardising window sizes, minimising waste, and connection to a district heating network to reduce plant.
- 6.10.18 Further information is required on the material assumptions and all life cycle modules. Reporting of the achievement of circular economy targets would be secured by recommended condition.

Overheating

- 6.10.19 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.10.20 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 57 homes (out of 202 homes, 28%) and shared communal rooms and common spaces under the London Weather Centre files.

- 6.10.21 All rooms pass the overheating requirements for 2020s climate model predictions with the features including natural ventilation, external shading, internal blinds, with no active cooling.
- 6.10.22 Future overheating scenarios have also been considered and can be addressed through the future integration of movable external shutters and cooling coils to the Mechanical Ventilation with Heat Recovery (MVHR) system if needed. The Council's Climate Change Officer supports the overheating modelling undertaken and the mitigation measures proposed subject to recommended conditions seeking an updated Overheating Report.

Non-Domestic BREEAM Requirement

- 6.10.23 The applicant has not carried out a BREEAM Pre-Assessment as the commercial unit is modest in size at around 90sqm. Given the budgetary constraints on the project the applicant team have stated that a BREEAM assessment would compromise the viability of the unit which is intended as a local community shop to serve the new and immediate neighbourhood.
- 6.10.24 Given that the scheme has achieved an overall 91% carbon reduction site-wide, it is acceptable in this instance that the BREEAM certification is not required. However, the applicant is required to submit a pre-assessment and ensure the benefits are integrated into the design. This will be required through recommended condition.

Climate Change Adaptation

- 6.10.25 The following strategies have been proposed to increase the climate resilience of the residents and businesses:
- The proposed planting includes drought resistant species; proposed green roofs would reduce the urban heat island effect; building user guides would be provided to residents which shall include a section on overheating mitigation; proposed balconies provide residents with external shaded spaces during warmer periods; proposed MVHR would include a summer by-pass function; street trees and proposed tree planting would provide shading in courtyards and reduce local temperatures;
 - The team is also proposing a future retrofit strategy for more extreme weather, which would include the installation of cooling coils as part of the MVHR and/or window shutters.
- 6.10.26 Further work would need to be undertaken to ensure that the climate adaptation and resilience strategy responds to the London Climate Resilience Review, and any forthcoming action plans. A condition is recommended to

ensure further details on climate change adaption are submitted for approval prior to superstructure works.

Energy, Climate Change, and Sustainability summary

6.10.27 The development would achieve a reduction of 91% carbon dioxide emissions for the housing part and a 51% reduction for the commercial space. Recommended conditions requiring details to be submitted would make the proposal acceptable in terms of Energy, Climate Change, and Sustainability.

6.10.28 Those conditions would seek details in relation to an updated Energy Strategy, Overheating, BREEAM Certificate, Living roof(s), Circular Economy (Pre-Construction report, Post-Completion report), Whole-Life Carbon, and the Be Seen commitment to uploading energy data. A carbon offset contribution would be secured through the Director's Letter, as would DEN obligations.

6.11. Flood Risk, Drainage and Water Infrastructure

6.11.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible.

6.11.2 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.11.3 The site is located within Flood Zone 1 which is the area with the lowest probability of flooding. The site does not fall within a Critical Drainage Area (CDA) but CDAs are located immediately to the south along the Weir Hall Road link and to the north.

6.11.4 The applicant has submitted a Flood Risk Assessment (FRA) & SuDS Strategy in support of the application. The submission identifies that some aspects of the proposals would be delivered across the wider SUV project masterplan.

6.11.5 The SUV project proposes an integrated sustainable drainage strategy. The proposed SuDS network would bring biodiversity, play opportunities and add landscape character. A north/south SuDS spine follows the central spine through the site. The SuDS strategy would drain from Haringey northwards into Enfield from the proposed housing development into BLPF.

6.11.6 Figure 14 on the page below shows a plan of the SuDS strategy for the SUV project.

Figure 14 – SUV project masterplan overview showing the SuDS strategy for the project.



6.11.7 To mitigate the surface water flood risk, sustainable drainage systems and the principles of water sensitive urban design have been employed throughout the development. Rain gardens, permeable pavements, filter drains and wetland attenuation basins are proposed in the landscape to filter, slow and attenuate surface water runoff while enriching biodiversity.

6.11.8 Naturalistic wet grassland, wooded swales, and street rain-gardens are some of the types of SuDS planting that would be incorporated across the site. All planting within the SuDS features would use species that can withstand seasonal fluctuations in moisture levels, both drought and inundation.

6.11.9 The site's geology has a low infiltration rate and therefore the attenuation volume of the SuDS features needs to be supplemented when storing the large volumes of surface water runoff generated by severe storms.

- 6.11.10 The use of buried attenuation tanks has been minimised and in order to deal with storms exceeding the 3.3% AEP event it is proposed that the sports pitches within BLPF would flood to a maximum 100mm depth.
- 6.11.11 The FRA & SuDS Strategy demonstrates that the proposed development complies with the NPPF and local planning policy with respect to flood risk and as such is an appropriate development at this location.
- 6.11.12 The Council's Flood & Water Management Lead found the overall methodology outlined in the report to be satisfactory subject to recommended planning conditions relating to the Surface Water Drainage Strategy and its management and maintenance. These recommended conditions must be met to ensure compliance with regulatory requirements and the sustainable management of surface water drainage.
- 6.11.13 Whilst the development aims to reduce water demand in the first instance, consumption would also be offset through the provision of rainwater collection butts, which would enable the reduction of potable water use for irrigation purposes. These features would be secured by recommended condition.
- 6.11.14 Given that some of the SuDS features would be delivered outside of the site within BLPF a pre-occupation restriction condition is recommended which would require the SuDS features within BLPF to be implemented as approved and made operational prior to occupation of the housing development.
- 6.11.15 Site Allocation SA62 states that the site is in a Groundwater source protection zone (SPZ) and requires proposed development on the site to consider this receptor and have regard to the opportunity to deliver the objectives of the Thames River Basin Plan. The Environment Agency had no formal comments to give on the application and no undue impacts on underground water courses or aquifers have been identified.

Flood Risk, Drainage and Water Infrastructure summary

- 6.11.16 The proposed development would have an acceptable flood risk impact and provide sufficient drainage across the project masterplan. Subject to recommended conditions securing the drainage and its management and maintenance the proposal can be supported in this regard.

6.12. Urban Greening, Biodiversity Net Gain (BNG) and Ecology

- 6.12.1 London Plan Policy G4 states that development proposals should not result in the loss of open space which the LBH proposals for Application 1 do not. Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and

building design. Predominantly residential developments should meet a target urban greening score of 0.4.

6.12.2 Policy G6 states that Sites of Importance for Nature Conservation (SINCs) should be protected, seeks to manage impacts on biodiversity and seeks to secure Biodiversity Net Gain (BNG). Policy G7 states that existing trees of value should be retained and replacement trees should be shown to be adequate through an appropriate tree valuation system.

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

6.12.4 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site.

6.12.5 Policy DM19 states that developments adjacent to SINCs should protect or enhance the nature conservation value of the designated site. Policy DM20 states that development that protects and enhances Haringey's open spaces will be supported. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

Trees

6.12.6 London Plan Policy G7 requires development proposals to ensure that wherever possible, existing trees of value be retained. The policy goes on to state that:
'...if planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments—particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy'.

6.12.7 None of trees on the site fall within the highest Category 'A'. Although there are no Category A trees on the site, care has been taken to recognise and retain the most characterful trees such as the lime to the north of Plot 7. Figure 15 below shows the retained and removed trees across the SUV project.

Figure 15 – SUV project masterplan overview showing the retained and removed trees.



6.12.8 Eleven trees are proposed to be removed in order for the new housing blocks and access routes to be delivered. One of these trees is in an unsatisfactory condition. Most of those to be removed are Category C trees but there are 2 Category B trees to be removed on the Weir Hall Way/Link which cannot be retained as they would block the link and not allow access to the site from the west.

6.12.9 There are a total of 488 new trees proposed across the SUV project. 164 new trees would be planted within the Application 1 Haringey site. With 324 planted in Enfield as part of the Application 2 proposals. 26 trees would be retained and 19 removed across the project masterplan.

Figure 16 – SUV project masterplan overview showing the retained and proposed trees.



6.12.10 There would be an overall substantial net increase in the number of trees planted across the project masterplan and within the LBH application site, with tree cover being significantly enhanced. A condition is recommended which would ensure that the trees are planted and that the ecological value of the proposed trees outweighs that of the trees removed.

6.12.11 The alignment of the proposed buildings and proposed landscaping works would encroach slightly into the root protection areas of some trees. No damage is expected to occur to these existing trees if tree protection techniques are utilised in these areas, as appropriate. Limited root pruning is also likely to occur and is not expected to cause damage to the affected trees.

6.12.12 The Council's Arboricultural Officer has confirmed that the approach to tree protection, management, and replacement as described above is acceptable, subject to an arboricultural method statement for works within root protection areas to be secured by condition in accordance with the recommendations of the submitted Arboricultural Impact Assessment,

Arboricultural Method Statement, Tree Constraints Plan & Tree Protection Plan. Further details of exact tree species and a five-year management regime would also be secured by the imposition of a condition.

Ecology and Biodiversity

Designated sites

- 6.12.13 The proposed development would be located adjacent to Wier Hall Road Open Space with the allotment gardens to the west of The Weymarks designated as a Local SIN.
- 6.12.14 The site is just over two kilometres (2.2km approximately) from the Lee Valley Special Protection Area (SPA), the Lee Valley Ramsar site and the Walthamstow Wetlands Site of Special Scientific Interest (SSSI). The site is also within approximately 5.5 kilometres of the Epping Forest Special Area of Conservation (SAC).
- 6.12.15 A Preliminary Ecological Appraisal has been submitted in support of the application. It identifies that the proposed development itself would not be expected to cause any direct disturbance or other direct impacts on the designated sites.
- 6.12.16 However, the Councils' Habitats Regulations Assessment (HRA) identified two environmental impact pathways from development, namely: (i) atmospheric pollution from vehicle emissions (atmospheric pollution); and physical disturbance caused by increased recreation and urbanisation (recreational pressure).
- 6.12.17 The site is located 2.2 km north-west of Lee Valley SPA and Ramsar and Walthamstow Reservoirs SSSI. There may be some level of increased recreational pressure on this site. i
- 6.12.18 The Lee Valley SPA/Ramsar and Walthamstow Reservoirs SSSI are already managed as an amenity resource for the use of the public. Therefore, the impact of any additional recreational users resulting from the development would be expected to be low.
- 6.12.19 Given that only accessible parking would only be provided for the development and car ownership would be restricted, atmospheric pollution from the development would be Air Quality Neutral and would not result in undue harm to the Epping Forest SAC.
- 6.12.20 There may be some recreational pressure, however this would be restricted by the western edges of the SAC only being accessible by public

transport trips that take over an hour. This is likely to reduce recreational pressure as closer alternatives or those with shorter travel times would be preferred. Or alternatives with similar travel times could be opted for.

- 6.12.21 Natural England has been consulted on this application and commented that given the amount of proposed new housing within this scheme (202 new homes) they would have no specific comments to make at this time and can confirm that this would not require an HRA.

Bats

- 6.12.22 A bat survey has been submitted in support of the application. Three species of bat were recorded. These included: common pipistrelle, soprano pipistrelle, and noctule bat. A relatively low amount of foraging was recorded and observed during the survey visits – mostly to the north and northeast of the site. A single common pipistrelle was observed emerging from the northeast corner of the Pavilion building during survey one only.
- 6.12.23 Following two dusk emergence surveys, the existing buildings on the site are considered to support a day roost for common pipistrelles. As such, a European Protected Species Mitigation License would be required from Natural England for the proposed works to proceed lawfully.
- 6.12.24 To obtain a licence, the applicant would need to demonstrate that appropriate mitigation measures and proportional compensation would be implemented to account for the impacts of the development. A mitigation strategy has been recommended to avoid impacts to bats and their roosts; this includes the incorporation of bat boxes in order to provide suitable bat roost replacements. This would be secured by the imposition of a condition.
- 6.12.25 Moreover, the SUV project would include additional planting such as hedgerows and trees which would create additional bat foraging habitat across the project masterplan. The retention and creation of new habitats would enhance the potential bat commuting and foraging habitat.
- 6.12.26 Construction works could impact negatively on bats though noise and dust emissions and works to trees. Therefore, a Construction Environmental Management Plan (CEMP) must be secured by recommended condition to ensure these potential impacts are mitigated.
- 6.12.27 It is possible that lighting from the proposed development could impact on bat commuting routes associated with trees on the site. To mitigate this risk a sensitive lighting strategy must be secured by the imposition of a condition to ensure that lighting-related impacts to these protected species are minimised. The strategy should ensure that new bat roosting features delivered as

biodiversity enhancements to the scheme are not directly lit and the recommendations of the Ecological Appraisal must be followed in this regard.

- 6.12.28 A landscape and ecology management plan (LEMP) is also recommended to ensure that the development landscaping is suitable for foraging and commuting bats.

Urban Greening Factor

- 6.12.29 All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain.

- 6.12.30 Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these would increase biodiversity and reduce surface water runoff.

- 6.12.31 The development would achieve an Urban Greening Factor (UGF) of 0.405 for Application 1. This exceeds the requirement of 0.4 for residential development in line with London Plan Policy G5. Across the project masterplan 0.447 would be achieved.

- 6.12.32 All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species.

- 6.12.33 Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought.

- 6.12.34 Living roofs are supported in principle, subject to detailed design. Details for living roofs would be secured through recommended condition.

Biodiversity Net Gain (BNG)

- 6.12.35 The NPPF paragraph 187d) states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. NPPF section 192b states that plans should identify and pursue opportunities for securing measurable net gains for biodiversity.

- 6.12.36 The London Plan does not specifically require Biodiversity Net Gain (BNG) to be achieved (Policy G6 only states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain).
- 6.12.37 Under the Environment Act 2021 and the Town and Country Planning Act 1990 (as amended), all planning permissions granted in England (with a few exemptions) must deliver at least 10% BNG compared to the pre-development biodiversity value of the on-site habitat, resulting in more or better-quality natural habitats.
- 6.12.38 The Biodiversity Net Gain calculation for the Application 1 LBH proposals shows a net gain of 17.53%, which is above the 10% requirement as set out in the Environment Act 2021. However, BNG has been assessed for Application 2 over the whole project masterplan as it better reflects the real impact of the development as a whole.
- 6.12.39 Application 2 achieves a 0.21% increase because its existing baseline habitats are high in biodiversity units as BLPF is an area of green open space with large areas of grass, as well as scrub, vegetation, and trees. The Application 2 scheme could not achieve 10% BNG as it is seeking to remove some of the existing onsite biodiversity in order to provide enhanced sports facilities. So, whilst there would be gains, the overall percentage increase would be low.
- 6.12.40 The committee report to Enfield's Planning Committee advises that the intention would be to make the full 10% through a combination of utilising other land in London Borough of Haringey and the purchase of credits within the London Borough of Enfield. It states that the additional biodiversity units would be secured via a Section 106 for offsite credits and as such meets the mandatory target.
- 6.12.41 A condition is recommended which would secure a Biodiversity Monitoring Plan to ensure that the proposed gain in biodiversity identified for Application 1 within LBH is delivered and maintained for a 30-year period. The condition would also require details of management responsibilities, maintenance schedules, and a methodology to ensure the submission of monitoring reports during years 2, 5, 7, 10, 20 and 30.

6.13. Land Contamination

- 6.13.1 Policy DM23 of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.13.2 A Ground Condition Survey has been submitted with the application. The Council's Pollution Officer has reviewed the submitted documentation and has no objections to the proposed development in respect to land contamination subject to recommended planning conditions relating to land contamination and unexpected contamination.

6.13.3 Therefore, the proposed development is acceptable in terms of its land contamination risks, subject to recommended conditions being attached.

6.14. Archaeology

6.14.1 Policy HC1 of the London Plan states that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Policy DM9 of the DM DPD states that all proposals will be required to assess the potential impact on archaeological assets and follow appropriate measures thereafter in accordance with that policy.

6.14.2 The application site lies adjacent to The Lea Valley Archaeological Priority Area (APA). The Greater London Archaeology Advisory Service (GLAAS) have advised that there is potential for deposits of archaeological significance to survive, and these would be negatively impacted by the scheme's foundations, drainage and service groundworks.

6.14.3 GLAAS have advised that a field evaluation is needed to determine appropriate mitigation. The NPPF envisages evaluation being undertaken prior to determination. However, in this case considering the nature of the development, the archaeological interest and/or practical constraints a two-stage archaeological condition could provide an acceptable safeguard.

6.14.4 Two conditions are therefore recommended which would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

6.15. Fire Safety and Security

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

6.15.2 In line with Policy D12 of the London Plan the application is accompanied by a Fire Statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials,

means of escape, fire safety features and means of access for fire service personnel.

6.15.3 Further to the above, the proposal meets the requirements of Policy D5 within the London Plan which seeks the incorporation of safe and dignified emergency evacuation for all building users in new developments. As a result, the fire statement complies with London Plan Policies D12 and D5. All proposed measures would be secured by recommended planning conditions.

6.16. Employment and Skills

6.16.1 Section 7 Economic Development, Employment and Skills Training of the Planning Obligations SPD March 2018 requires all major developments to contribute to local employment and training.

6.16.2 This is supported by policy E11 Skills and opportunities for all in the London Plan which states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate.

6.16.3 The following requirements and obligations would be secured through the Director's Letter relating to employment and skills:

- Produce and submit an Employment and Skills Plan (ESP), including project and local histogram to be approved by the Council at least 20 Working Days prior to commencement;
- Local labour – 20% of the peak workforce. Local is typically defined as Haringey only but to align with Enfield requirements, this shall be defined as Haringey and Enfield only to ensure Haringey residents are the primary beneficiaries;
- Apprenticeship – 1 (one) apprentice per £3million Development Cost, including an apprenticeship support fee of £1,500;
- Skills Training – 25% of the local labour target;
- STEM and career education workshops – a minimum of 5 sessions and the format of such sessions to be agreed with the Assigned Officer;
- Work Placement – the target is based on the construction cost and is agreed at the ESP stage;
- Work Experience – the target is based on construction cost and is agreed at the ESP stage;
- Local Procurement – not less than ten percent (10%) of the total construction spend on goods, product and services during the Construction Phase is spent with Local SME's;
- Local Supply Support – the provision of at least 1 (one) meet the buyer event and/or 1 (one) supplier engagement activity;

- Submission of monthly monitoring reports, including evidence and quarterly performance review meetings;
- Inclusion of ESP in tendering documents;
- Notification of vacancies – to advertise jobs with Haringey Council in-house employment and skills team, Haringey Works; and
- A skills contribution - a financial contribution towards the support of local people who have been out of work and/or do not have the skill set required for the jobs created. Of which, the sum is calculated in accordance with the Council's Planning Obligations Supplementary Planning Document March 2018 paragraphs 7.29 -7.30.

It is noted that there is typically a financial skills contribution as well as financial compensation for non-delivery.

6.17. Equalities

6.17.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010.

6.17.2 In carrying out the Council's functions, due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not share it. Members must have regard to these duties when taking a decision on this application.

6.17.3 London Plan Policy GG1 highlights the diverse nature of London's population and underscores the importance of building inclusive communities that guarantee equal opportunities for all. It indicates that barriers should be minimised and facilities that meet the needs of specific groups and communities should be protected and enhanced.

6.17.4 Due regard must be had to the impact on residents with protected characteristics from the development. The Public Sector Equality Duty contained in the Equality Act is not a duty to eliminate discrimination but requires that where there are negative impacts, consideration must be given to the extent to which they can be mitigated.

6.17.5 An Equalities Impact Assessment has been submitted in support of the application. The proposal would support the delivery of a range of socio-economic outcomes, with provision of new high-quality social housing that would meet inclusive design standards, including wheelchair accessibility.

6.17.6 The proposal would also provide blue badge car parking spaces which would be allocated according to need. The development would also secure a new east /

west pedestrian and cycle route between Bull Lane and Weir Hall Road and a north / south route to further unlock the site for active modes of transport.

6.17.7 The assessment has also identified negative impacts on all groups with protected characteristics which would arise during construction of the SUV project. The negative impacts largely relate to the loss of, and restricted access to, BLPF during construction.

6.17.8 Mitigation is proposed in the form of phasing the delivery and the early opening of the space and communication during the construction phase. The mitigation identified has been appropriately secured by Enfield through Application 2.

6.17.9 Overall, the Equalities Impact Assessment concludes that the proposals would result in long term positive impacts relating to community facilities, accessibility, active travel & inclusive design, security, provision of high-quality social housing, and employment and skills for a range of groups with protected characteristics.

6.18. Conclusion

6.18.1 In conclusion:

- The SUV project straddles the administrative boundary between the London Boroughs of Haringey (LBH) and Enfield (LBE) on land owned by LBH.
- The proposed scheme forms part of the Selby Urban Village (SUV) project - A partnership between Haringey Council and The Selby Trust to transform the Selby site and Bull Lane Playing Fields (BLPF) into a new accessible and well-connected neighbourhood, made up of new council homes, new sporting facilities, improved open space, play and a new Selby Centre at the heart of the community.
- Enfield's Planning Committee have made a resolution to grant the proposals for BLPF which include the new Selby Centre, sporting facilities, improved open space, and playspace.
- The proposed development would meet the requirements of Site Allocation SA62: 'The Selby Centre', by providing a new community centre for The Selby Trust on Bull Lane Playing Fields as well as high-quality new homes;
- The proposal, which would consist of 4 separate buildings (Blocks A, B, C and D) ranging from 4 to 6 storeys in height would provide 202 new homes, all of which would be affordable council homes let at low-cost social rents to Haringey residents on the housing waiting list. 79 (39%) of the homes would be family sized with 3 or 4 bedrooms;
- The development would be of a high-quality design including very well-designed buildings which respect the visual quality of the local area, respond appropriately to the local context, and would not adversely impact on local

heritage assets. The development is also supported by the Council's Quality Review Panel (QRP);

- The development would provide high-quality homes of an appropriate size, mix, and layout within a well-landscaped environment that links into the adjacent Bull Lane Playing Fields, consisting of high-quality new public realm areas including an improved park edge, and would also provide new amenity and children's play spaces, 95% of homes would be dual aspect;
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding loss of sunlight and daylight, outlook and privacy and excessive levels of noise, light or air pollution;
- The development would provide 21 car parking spaces all of which would be wheelchair-accessible which meets the requirements of the London Plan and would be supported by other sustainable transport initiatives including improvements to access and active travel routes; and
- The development would include a range of measures to maximise its sustainability and minimise its carbon emissions. The scheme would achieve an 91% reduction in carbon emissions. The development would achieve an Urban Greening Factor of 0.405, and a Biodiversity Net Gain of 17.53%.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. The proposed development would be liable for the Mayor of London and Haringey CIL. Based on the information provided on the plans, the estimated Mayor's CIL charge would be £1,428,809.474 based on the current Mayor's CIL charge rate of £71.09/sqm (20,099sqm x £71.09). And the estimated Haringey CIL charge would be £1,178,153.34 based on the current Haringey CIL charge rate of £58.89/sqm for residential (20,006sqm x £58.89).
- 7.2. Non-residential development less than 100 square metres and social/affordable housing will usually not be liable, be exempt or qualify for relief from paying CIL (subject to meeting the detailed exemption/relief criteria).
- 7.3. Any CIL would be subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

8. RECOMMENDATION

- 8.1. It is recommended Planning Permission is granted as set out in Section 2 (RECOMMENDATION) above.