

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 6th February, 2023, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

Members: Councillors Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Lester Buxton, Luke Cawley-Harrison, George Dunstall, Ajda Ovat, Yvonne Say, Matt White, and Alexandra Worrell.

Quorum: 3

1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate

change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 12 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. MINUTES (PAGES 1 - 16)

To confirm and sign the minutes of the Planning Sub Committee held on 10 October 2022 as a correct record.

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. HGY/2022/4415 - 103-107 NORTH HILL, HORNSEY, LONDON, N6 4DP (PAGES 17 - 262)

Proposal: Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, café, lounge, bar, well-being shop general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.

Recommendation: GRANT

9. HGY/2022/0664 - 175 WILLOUGHBY LANE, LONDON, N17 0RX (PAGES 263 - 392)

Proposal: Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.

Recommendation: GRANT

10. UPDATE ON MAJOR PROPOSALS (PAGES 393 - 410)

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 411 - 414)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 2 January 2023 – 20 January 2023.

12. NEW ITEMS OF URGENT BUSINESS

13. DATE OF NEXT MEETING

To note the date of the next meeting as 6 March 2023.

Fiona Rae, Principal Committee Co-ordinator

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Fiona Alderman

Head of Legal & Governance (Monitoring Officer)

George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 27 January 2023

MINUTES OF THE PLANNING SUB COMMITTEE MEETING HELD ON MONDAY, 10TH OCTOBER, 2022, 7.00 - 9.50 PM

PRESENT: Councillor Barbara Blake (Chair), Councillor Reg Rice (Vice-Chair), Councillor Nicola Bartlett (from item 9), Councillor Cathy Brennan, Councillor Lester Buxton, Councillor Luke Cawley-Harrison, Councillor George Dunstall, Councillor Ajda Ovat, Councillor Yvonne Say, and Councillor Matt White.

1. FILMING AT MEETINGS

The Chair referred to the notice of filming at meetings and this information was noted.

2. PLANNING PROTOCOL

The Chair referred to the planning protocol and this information was noted.

3. APOLOGIES

Apologies for absence were received from Councillor John Bevan and Councillor Alexandra Worrell. Councillor Cathy Brennan was in attendance as substitute.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES

RESOLVED

That the minutes of the Planning Sub-Committee held on 4 July 2022, 11 July 2022, and 21 July 2022 be confirmed and signed as a correct record.

7. PLANNING APPLICATIONS

The Chair referred to the note on planning applications and this information was noted.

8. HGY/2022/0823 - BROADWATER FARM ESTATE, N17

The Committee considered an application for the demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre; Enterprise Centre; and former Moselle school site, at Broadwater Farm Estate.

The Head of Development Management informed the Committee that, as set out in paragraph 3.21 of the report, the Department for Digital, Culture, Media, and Sport was considering listing the mural attached to the Tangmere block. As set out in the addendum, the mural attached to the Tangmere block had now been Grade II listed and the officer recommendation had been revised to recommend that this item was deferred to allow consideration of the impact of the proposal on this heritage asset and submission of an application for Listed Building Consent.

The Chair noted that the mural attached to Tangmere block had now been Grade II listed and the officer recommendation had been amended to defer, as set out in the addendum. As a result, the Chair moved to defer the application to provide additional time to consider and address the material change in circumstances arising from the recent listing of the mosaic mural on the Tangmere building. This was seconded by Cllr Say.

Following a vote with 9 votes in favour, 0 votes against, and 0 abstentions, it was

RESOLVED

To defer the decision to provide additional time to consider and address the material change in circumstances arising from the recent listing of the mosaic mural on the Tangmere building.

Cllr Bartlett joined the meeting at 7.10pm.

9. HGY/2022/ 0967 - 313 THE ROUNDWAY AND 8-12 CHURCH LANE, N17 7AB

The Committee considered an application for the demolition of existing buildings and erection of a three to five storey building with new Class E/ F1 floorspace at ground floor and residential C3 units with landscaping and associated works.

Christopher Smith, Planning Officer, introduced the report and responded to questions from the Committee:

- Some members noted that the scheme would provide 21% affordable housing, which was not in line with the Haringey or Londonwide targets, and asked how this

was being balanced as reasonable. It was explained that the affordable housing target in policy terms was 40% for Haringey and 35% for the Greater London Authority (GLA). In cases where a scheme did not meet this level, a viability assessment was required as supporting evidence. It was noted that officers tried to maximise affordable housing but that it was not always possible to meet targets. In this case, it was stated that there had been an appraisal and an independent review which demonstrated that the scheme was in deficit and could not meet the targets.

- In relation to highway safety, it was noted that the Transport Officer had originally objected to the application, including detrimental impacts on cycling infrastructure and safety. In the addendum to the report, it was clarified that the Transport Officer still objected on the basis of blue badge parking provision but that the impact on cyclists was now considered to be neutral following some changes from the applicant. The Transport Planning Team Manager added that, as part of the section 278 highways agreement, officers would also be seeking to secure enhancements rather than a neutral impact.
- Some members asked about how the proposal would enhance the setting of the conservation area and noted that the Conservation Officer had described the plans as 'visually intrusive' in parts. The Planning Officer explained that it was necessary to weigh all impacts as a whole. It was considered that the impact of the proposal was limited enough that it was offset by the other benefits of the scheme.
- Some members enquired whether it was possible to improve the children's play area near the site or to make a contribution to Bruce Castle Park instead of provision within the site. The Head of Development Management explained that the policy position was to provide playspace on site in the first instance. It was noted that, as there was no shortfall in provision, officers were not in a position to ask for more. It was commented that contributions to the Community Infrastructure Levy (CIL) could go towards park improvements.
- In response to a question about why carbon emissions could not be reduced by more than 60%, the Planning Officer explained that officers tried to maximise carbon reductions as much as possible but that there were sometimes constraints relating to the site layout and other factors.
- It was confirmed that there was no Construction Management Plan (CMP) at present. It was explained that a contractor had not yet been appointed but that they would be required to submit a CMP under Condition 14. In response to a question from the Committee, it was stated that officers would seek to ensure that vehicular movements would be taken outside of school start and finish times as much as possible.
- It was clarified that the viability appraisal from the applicant had been undertaken before the CIL figures had been revised by the Council. It was explained that CIL had been £15/sqm and was now £50/sqm and that the scheme, which had initially had a small surplus, now had a deficit. Some councillors highlighted the importance of including the detail of viability assessments in the report to the Committee.
- The Committee asked about the Transport Officer objection on the basis of blue badge parking provision and whether the surplus or the Council's policy on blue badge reservations could apply to resolve the objection. The Planning Officer explained that the Council's policy on blue badge reservations could address the issue in practice but that this would not resolve the objection as this did not fall under on site provision and was outside the planning process.

- Some members acknowledged that there was a 40% boroughwide target for affordable housing but commented that policy SP2 required sites capable of delivering 10 units or more to meet 40%. The Head of Development Management highlighted that the boroughwide target for affordable housing was 40%, subject to the viability on site. It was explained that, in this case, the evidence demonstrated that the maximum, reasonable amount was below 40%. It was noted that the policy aimed to optimise affordable housing but this did not require maximisation at all costs. It was explained that, in some cases, the target of 40% could be applied over multiple sites; for example, this had been applied in Tottenham Hale previously.
- Some members enquired whether samples of materials could be provided. The Head of Development Management noted that samples could be requested for the Committee to view but that this was only in exceptional cases where the materials were considered to be critical. It was also explained that the details of materials were usually confirmed later in the process and were not generally decided at this point. It was added that the materials would be scrutinised by the Design and Conservation Officers.
- It was confirmed that the requirement for acoustic hoarding, which aimed to minimise the impact on Bruce Castle Museum and the local area, would be included in the detail of the conditions.
- Some members enquired about the level of affordable housing and the acceptability of the proposal on this basis. The Head of Development Management noted that the Committee should assess whether the development provided the maximum reasonable amount of affordable housing, bearing in mind the evidence provided in relation to viability. It was explained that the level of development had been suppressed in this case due to the proximity to and impact of the scheme on a Grade I Listed building. It was acknowledged that the Committee could take a different view on whether additional heritage impact was acceptable.
- The Head of Development Management commented that the policy on optimising development was set out in the London Plan and focused on design reviews. In this case, reviews had been undertaken by Quality Review Panel (QRPs) who had commented that the development sat comfortably in its context and was considered to be the right scale for the site.
- The Assistant Director of Planning, Building Standards, and Sustainability noted that, if the scheme provided additional affordable housing, it was unlikely to meet the heritage aims set out in policy. It was explained that there was always likely to be a balance and a judgement on planning considerations. It was noted that affordability had been independently reviewed and scrutinised by officers and it was considered that all the relevant information had been provided; it was highlighted that page 131 of the agenda papers covered issues of affordable housing in detail.

Cllr White moved to defer consideration of the planning application to allow additional information in relation to and additional time to consider affordable housing and how the balance between affordable housing and other planning considerations was calculated in this case. The Head of Development Management noted that there was a significant amount of background information and the Committee report summarised the outcomes of this; to defer or reach an alternative conclusion, the Committee would need to satisfy itself that an additional storey would be acceptable on the site. As it was not seconded, the motion was not passed.

Carol Hebbs, Friends of Bruce Castle and Haringey Heritage Ambassador, spoke in objection to the application. She explained that the Friends of Bruce Castle did not object to development on the site but did object to the proposal in terms of height, design quality, and impact on nearby heritage assets. She stated that the site was located in the Bruce Castle Conservation Area and close to a number of heritage assets, including the Bruce Castle Museum and Tower, which were Grade I Listed, the wall between the Museum and Tower and the site, which was Grade II Listed, and the wall to the south of the site, which was Grade II Listed and on the heritage at risk register. It was added that there were over 20 Listed Buildings on Bruce Grove Road approaching the site, that it was an archaeological priority area, and that it was a site of importance for nature conservation.

Carol Hebbs said that, although the Conservation Officer did not object to the proposal in principle, she believed that parts of the report seemed to be critical of the development and contradictory. She felt that the proposals should enhance Bruce Castle, including access to Bruce Castle Park. She noted that the development guidelines stated that building height should be limited to the level of the adjacent nursery and the existing houses to the north of the site, in addition to recognising the importance of Bruce Castle Park. It was commented that there was no discussion of the impact of the scheme on the museum which had been operational for 160 years. It was considered that the five storey building would block light which would affect the ability to use and to continue improvements on the courtyard. It was noted that the guidelines stated that there was an opportunity to create a visual, architectural landmark and act as a wayfinder to nearby heritage assets; it was contended that Bruce Castle was an existing wayfinder that would be overshadowed by redevelopment.

Cllr Sue Jameson spoke in objection to the application. She noted that other councillors had raised some of her concerns already. She added that overcrowding was a significant local issue and she believed that none of the three bed units proposed would be offered as affordable housing. The Planning Officer clarified that affordable housing was proposed. Cllr Jameson expressed concerns that the amount of affordable housing was being taken on trust and stated that it was important to ensure that the maximum level of affordable housing was provided.

Cllr Ibrahim Ali spoke in objection to the application and explained that there was a strength of feeling locally. He stated that there were a number of Listed assets in the ward which attracted visitors to the area, including a high number of visitors to Bruce Castle Museum. He felt that the proposal would affect the ability of the museum to raise funds. He said that a scheme of this height would open up any brownfield site in the conservation area to higher and more dense developments which was considered to be unfortunate as the area had been largely unchanged for decades. It was noted that it was important to preserve heritage assets. Cllr Ali stated that the nearby wall was Grade II Listed and was on the heritage at risk register; there were concerns that the impact of development on the wall had not been fully considered and that the Council would be financially liable for any damage to wall. Cllr Ali also expressed concerns that there would be no social housing, that there had been no traffic surveys, and that the new east to west pedestrian route did not recognise the existing route on All Hallows Road and would bring anti-social behavioural issues into the new east-

west route, which was a residential area. It was acknowledged that there was no objection from Historic England but it was considered that the proposal would have significant historical and financial consequences and would not address the housing crisis.

In response to the points raised in the objections, the following responses were provided:

- In response to a question about heritage harm, Carol Hebbs stated that the impact on heritage was mainly through blocking views of and from the existing buildings. It was acknowledged that Heritage England had deferred the decision but this did not mean that they had no opinion. In terms of the physical impact, it was noted that the lane was narrow and that the wall at risk was in very close proximity to the development. It was highlighted that, if there was any damage, it would require a considerable amount of money to fix the wall and it could be irreplaceable.
- In relation to a query about balancing the heritage impact and the need for housing, Cllr Ali suggested that the applicant could have spent more time negotiating with other site owners; he was not convinced that petrol station use would decline in future years as set out in some of the scheme documentation. He said that he was not against development but felt that the proposal should not overshadow the nearby heritage assets. It was added that the museum was a key site that should be taken into account and Cllr Ali felt that many uses on site, such as weddings and events, would reduce if the proposal was agreed; this would also have a financial impact as the museum would have to rely more on council support.
- In response to a question about heritage impact, the Conservation Officer explained that both the direct, material impact and the visual impact were considered. Overall, the Conservation Officer considered that the scheme would have a limited impact in material terms. It was noted that the boundary walls were quite fragile assets and were on the heritage at risk register due to deteriorating brickwork; however, there were no issues of foundation damage or subsidence so it was not considered that the new development would impact on structural issues. It was explained that all developments started by attempting to maximise the quantum of housing and that the Conservation Officer would discuss and clarify the constraints and opportunities for a site. It was acknowledged that the scheme would have an impact but noted that any development would result in some impact and that this did not mean that it was intrinsically wrong or did not respond to the needs of the community. It was highlighted that, for the current scheme, there had been numerous efforts to mitigate the impact of the scheme to be respectful of the distinctive and historical buildings; this had been carefully assessed and the height, mass, bulk, and visual impact were considered to be a realistic compromise.

Members of the applicant team addressed the Committee. Chris Horn, Chris Horn Associates, noted that the site was located amongst a number of high quality assets. He said that the applicant had been aware from the outset that there would be a need to balance the development with this and had sought to bring forward the scheme with maximal benefits and as sympathetically as possible. It was noted that there had been a gradual reduction in the scale of the scheme, that views had been tested, and that significant work had been done with a heritage specialist who had reported back to the Council and Heritage England. Chris Horn commented that Heritage England had

been very involved, particularly with Bruce Castle which was a Grade I Listed asset, and that the applicant had been relieved when the scheme had been deferred for local decision as it was considered to be small enough that there would not be a significant, negative impact. The applicant believed that the scheme made the maximum contribution possible and would bring a derelict site into full use, including works to improve the appearance of and movement around Church Lane. It was added that the applicant was aiming for high standards of design, following two rounds of input from the Quality Review Panel (QRP), and ambitious carbon reductions.

Chris Horn acknowledged that the wall between the site and the Museum/ Tower was Listed and noted that the applicant would undertake a full survey, as required by condition, before the commencement of any works on the ground. The applicant believed that the scheme would provide a 21st century contribution to the area. It was noted that the previous scheme from 2006 was less tenable and did not include the level of land area that the current applicant had assembled. The applicant considered that the current scheme provided a working solution for the site and would make a positive and lasting contribution.

Holly Mitchell, Simply Planning, stated that the applicant had tried to achieve optimisation, rather than maximisation, on the site. This meant aiming for the amount of housing that the site could accommodate in its context without having an excessive impact. It was explained that the applicant had taken a design-led approach to find the most appropriate scheme; this had involved challenge from Design and Heritage Officers, design team meetings, and input from the QRP. It was added that viewpoints had been selected, tested, and refined and the level of affordable housing had been assessed based on all considerations, including build costs, viability, and CIL levels.

Chris Horn noted that the Committee had commented on the possibility of upgrading the children's play area and garden. He explained that the scheme would include a CIL payment of over £300,000 and the applicant would support the use of funds to improve those areas.

In response to the points raised by councillors, the following responses were provided:

- It was noted that the initial design had sought to meet affordable housing expectations. It had started at 11 storeys but the applicant had quickly determined that this would be unworkable with prominent and sensitive views. The applicant had spread the mass around the site, including the incorporation of commercial uses. It was commented that the site had a Public Transport Accessibility Level (PTAL) of 5; this would typically be expected to contain a large building but the current, smaller proposal was a consequence of heritage considerations. The advice to the applicant had been that any proposal larger than the existing scheme would have received significant objections.
- Some members enquired whether social housing had been considered. The applicant team stated that a balance of tenure types would be offered and that this would include a mixture of affordable rent and shared ownership units.
- Some members of the Committee noted that it was positive to see a scheme with alternative affordable provision and asked whether the Council would have a first option to purchase any of the units and whether this would be at market rate. Chris Horn stated that the applicant would be happy to work with the Council as there was likely a mutual benefit from this arrangement. It was noted that the choice of

how to allocate the value derived from the scheme would be an issue for the Council.

- It was confirmed that the east to west route through the site would be closed at night. Although site permeability was beneficial, it was considered that closing this route at night would have safety benefits; it was noted that the opening and closing times could be extended if required.
- In relation to a query about blue badge parking, the applicant team volunteered to permanently exclude residents from applying for permits for any future CPZs; the development had been designed and would be marketed as car free.
- The applicant team noted that they had assembled as much land in the area as possible but, in areas where this had not been possible, provision had been made in the treatment of flank walls which would allow the development of the other sites as natural continuations if they could be obtained in the future.
- It was noted that approximately half of the space in front of the development would have some greening which would provide some protection from noise and pollution; it was enquired whether additional planting could be included to provide screening for the other half of the development. It was also asked whether there could be additional Sustainable Urban Drainage Systems (SUDS) measures in this area. Holly Mitchell noted that the pavements at the front of the development were over 10 metres wide and were in TfL ownership. The applicant's approach had been to protect the trees and roots and it was also hoped to agree additional planting and SUDS as part of the Section 278 agreement. It was clarified that there was an intention to do works on these areas which were within the red line of the development but that delivery would require agreement from TfL. Holly Mitchell noted that TfL had agreed in principle but this would be subject to final detail and agreement. In relation to noise and pollution protection, it was noted that there would be inset balconies in this area to protect residents.
- The Planning Officer commented that there were some existing SUDS proposed in the form of green and brown roofs on buildings and attenuation tanks to help to retain and slow the transfer of water.
- In relation to blue badge parking, it was noted that the preference of the Transport Officer was to have provision on site; this would be in the garden area on Church Lane but the applicant team explained that they had worked hard to maintain this as a green area which was considered important for the setting of the site. The applicant wished to provide blue badge parking on the street and it was added that there would be mobility scooter parking and charging on the site.
- In relation to brickwork, it was confirmed that this would be secured by condition and would include material samples.
- In response to a query from the Committee, it was confirmed that the proposed, new, east to west route would be open to bicycles.
- Cllr Cawley-Harrison asked to include some informatives and conditions based on the Committee's discussions and the applicant's responses. In relation to the development being car free, it was asked whether residents could also be excluded from future CPZs. It was asked that any people moving into accessible homes on the site were informed that the Council offered a permitting system for exclusive use of blue badge bays. Additionally, it was requested that TfL was informed that, if the green space was redesigned in any way, the Council would encourage the inclusion of SUDS.

- It was noted that the Highways Officer had made a comment that there would be an agreement that the width of Church Lane would not be reduced but that there may be some realignment; it was enquired whether this would be secured by condition. The Head of Development Management explained that the arrangements for Church Lane would be subject to a section 278 agreement which would include a road safety audit.

It was confirmed that the recommendation was to grant planning permission, as set out in the report and the addendum, and with the following amendments:

- Additional Head of Term: to restrict residents from obtaining permits for any future CPZs.
- Additional Condition: in relation to the impact on the Listed wall, to include an additional condition on impact from foundation design and to ensure that the commitments made on piling were secured.
- Additional Informative: occupants advised about the option to apply for exclusive use of blue badge parking bays.
- Additional Informative: to request that any works on TfL land should seek to include SUDS.

Cllr White moved to reject the application on the basis that the application did not satisfy policies SP2 and DM13 of the Local Plan as it required more affordable housing than was proposed. He also noted that the scheme did not comply with policy H5 of the London Plan which asked for a minimum of 35% affordable housing. Cllr White acknowledged the officer view that the optimum balance had been struck between the heritage impact and affordable housing but was not satisfied that this was the case, particularly because the application proposed would still have a heritage impact. In addition, Cllr White noted the Transport Officer comments that the scheme would have a neutral impact on highway safety but suggested that this did not comply with policies DM31 and SP7 of the Local Plan and LPT1 and 2 of the London Plan which asked for developments to improve the cycling environment. In relation to both affordable housing and highway safety, Cllr White believed that the aesthetic criteria were outweighing the physical safety and material wellbeing of residents and was not satisfied that the balance had been struck correctly. This was seconded by Cllr Ovat.

The Head of Development Management advised that there was no evidence that it was viable to provide more affordable housing and there was a very high risk of being unable to defend this ground for refusal at appeal; it was advised that this ground of appeal was not taken forward. In relation to the issue of optimum balance, it was noted that this was more of a matter of judgement. It was commented that the Committee should also bear in mind that there were some benefits in terms of cycling and that the finding of a neutral impact was a balance of positives and negatives.

The Head of Development Management asked Cllr White for further clarity on what was meant by the aesthetic impact being weighed against safety, in order to advise whether there was merit in this ground. Cllr White drew attention to paragraph 6.147 of the report which stated that the Transport Officer objected based on a potential reduction in highway safety but that this was considered to be outweighed by significant benefits relating to visual appearance. Cllr White commented that this appeared to weigh aesthetic criteria more strongly than the safety of road users. The Head of Development Management advised that the position of the Transport Officer

had changed, as set out in the addendum, and that there were not considered to be any safety issues. It was added that there were two, separate impacts on the two sides of the development: the greening impact on the Roundway side of the development and the impact on the Cycle Superhighway on the eastern side. It was noted that there was not a trade-off between these two elements but the officer was noting some benefits and disadvantages. It was highlighted that the reason for refusal would need to be substantiated based on the final position of the Transport Officer.

The Head of Development Management stated that a reason for refusal based on the proposal not providing improvements would need to weigh the benefits and disadvantages and consider that the benefits were insufficient to satisfy the policy that asks for improvements. Cllr White stated that his motion in relation to transport was that the London Plan and the Haringey Local Plan asked for improvements and it was not considered that the development would provide this. The Head of Development Management noted that there was some merit in this if the Committee was satisfied that there was planning harm. It was commented that not every site could enhance an area and that the reason for refusal may need to be strengthened.

With 2 votes for, 7 votes against, and 1 abstention, the motion was not passed.

Following a vote with 6 votes in favour, 2 votes against, and 2 abstentions, it was

RESOLVED

1. To GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose appropriate conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
2. That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 30th November 2021 or within such extended time as the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and.
3. That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
4. That delegated authority be granted to the Assistant Director of Planning, Building Standards & Sustainability/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

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

- 1) Three years to commence
- 2) Drawing numbers
- 3) Use Classes
- 4) Materials
- 5) Roof plant details
- 6) Secured by design
- 7) Lighting
- 8) Ecology
- 9) Landscaping
- 10) Cycle parking
- 11) Deliveries and servicing
- 12) Contamination
- 13) Remediation
- 14) CEMP
- 15) Piling
- 16) Fire strategy
- 17) Air quality assessment
- 18) Play space
- 19) Digital connectivity
- 20) Arboricultural method statement
- 21) Highway condition survey
- 22) Route access controls
- 23) Block D access controls
- 24) Boundary treatments
- 25) RSA Stage 2
- 26) Energy strategy
- 27) DEN connection
- 28) Energy monitoring
- 29) Overheating – residential
- 30) Overheating – non-residential
- 31) Building user guide
- 32) BREEAM
- 33) Living roofs
- 34) Surface water drainage
- 35) Drainage management
- 36) Wheelchair user dwellings
- 37) Television antenna/satellite dish
- 38) Plant noise
- 39) Considerate contractor
- 40) **In relation to the impact on the Listed wall, to include an additional condition on impact from foundation design and to ensure that the commitments made on piling were secured**

Informatives

- 1) Proactive relationship
- 2) CIL
- 3) Signage
- 4) Naming and numbering
- 5) Asbestos survey

- 6) Water pressure
- 7) Designing out crime
- 8) Environmental permit
- 9) Noise levels
- 10) **Occupants will be advised of the option to apply for exclusive use of blue badge parking bays**
- 11) **Any works on TfL land should seek to include Sustainable Urban Drainage Systems (SUDS)**

Section 106 Heads of Terms:

- 1) Affordable housing
 - 21% by habitable room
 - 8 affordable rented homes
 - 5 shared ownership homes
 - Early-stage review if no work commenced within two years
 - Late-stage review
- 2) Car club contributions
 - Each new dwelling to be provided with a contribution of max. £100 per unit towards use of a car club
- 3) Travel plans
 - Residential travel plan
 - Workspace travel plan
 - Monitoring costs at £1,000 per travel plan per year for five years (£10,000)
- 4) Electric vehicle charging
 - One active EV charging point provided to an off-site parking space
 - Remainder of parking spaces to be fitted with 'passive' EV provision
- 5) Highway works to be secured through a s278 agreement **(in consultation with Transport for London)**
 - **Works shall include relocation of variable message sign on The Roundway, if required**
- 6) Wayfinding strategy
 - Details of signage on and to the new east-west route
- 7) New public route through the site
 - Management and maintenance arrangements
- 8) Architect retention
- 9) Employment and skills plan
 - **Including a contribution towards employment and skills initiatives of £34,400**
- 10) Carbon offsetting £91,171.50
 - Energy strategy review on occupation

- Final offsetting figure can then be reviewed
- 10% management fee also required

11) Monitoring

- 5% of total financial heads (excluding carbon offset)
- £500 per non-financial head
- Estimated **£5,720**

12) Council to have first option to purchase the proposed affordable housing

13) To exclude residents from obtaining permits from any future Controlled Parking Zones (CPZs)

5. In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
6. That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the planning permission be refused for the following reasons:
 1. The proposed development, in the absence of a legal agreement securing the provision of affordable housing. As such, the proposal is contrary to Policy DM13 of the Development Management DPD 2017, Policy SP2 of the Local Plan 2017 and Policy H4 of the London Plan.
 2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy SI2 of the London Plan, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management DPD 2017.
 4. The proposed development, in the absence of a legal agreement securing measures to retain the existing architects, could result in a significant reduction in the completed design quality of the development. As such, the proposal would be contrary to Policy D3 of the London Plan, Local Plan 2017 Policy SP11 and Policy DM1 of the Development Management DPD 2017.
 5. The proposed development, in the absence of a legal agreement securing sustainable transport measures and public highway works, would have an unacceptable impact on the safe operation of the highway network, give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7,

Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

7. In the event that the Planning Application is refused for the reasons set out in resolution (6) above, the Head of Development Management (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and
 - ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

At 9pm, the Committee agreed a brief adjournment. The meeting resumed at 9.05pm.

10. PRE-APPLICATION BRIEFINGS

The Chair referred to the note on pre-application briefings and this information was noted.

11. PPA/2022/0017 - OSBORNE GROVE NURSING HOME / STROUD GREEN CLINIC, 14-16 UPPER TOLLINGTON PARK, LONDON, N4 3EL

The Committee considered the pre-application briefing for the demolition of the existing building and redevelopment of the Site to provide circa 70 nursing home beds, 10 nursing studios for homelessness end of life and 20 sheltered housing flats (Extra Care Flats). Proposals will also include a Day Centre for use of the residents and the wider community as part of a facility to promote ageing wellness.

The applicant team and officers responded to questions from the Committee:

- The applicant team noted that there was an existing health centre on site which was delivered by an external provider and was commissioned across five boroughs in North Central London. It was explained that they were looking for an alternative site in Haringey but that the services could be provided across the wider area if required. Emily Snelling, Supported Accommodation Development Lead, stated that keeping the services had been considered but it was highlighted that the site did not provide some key features that had been identified as part of the codesign process, such as connections to amenities and the local community.
- In relation to trees, it was proposed to remove two mature sycamore trees and a maple tree. It was stated that the sycamore trees were in bad condition and were located across this site and the neighbouring site. In order to provide secure

boundary fencing and improve the site, it was proposed to remove the trees and have planting in more appropriate positions. The applicant team explained that the maple tree located at the front of the building was damaging the foundations and external wall. It was noted that moving the entrance had been considered in order to keep the tree but that this would require pushing back the building by 5 metres and including another recess; it was considered that this would negatively impact the street frontage and the relationship with the neighbouring terraced housing. It had been agreed with the Tree Officer that the best course of action would be to plant semi-mature trees around the site and in better locations which would also assist with screening and general appearance.

- The applicant team stated that off-site construction would be undertaken for the proposal and this was aimed to reduce noise, vibrations, dust, waste, and material storage on site which were often issues with construction, particularly on a small site such as this one.
- In response to a question about whether the development would be fully car free, the applicant team confirmed that there would be four, blue badge parking spaces. It was explained that the development was not designed to use regular parking but that there may be instances where these spaces were required at short notice; the proposal was designed to be a practical balance.
- The Committee heard that 8-12 beds per household was considered to be the premium number and the proposal would provide 10 beds per household. It was noted that the communal facilities would be sited at the centre of households, only 8 metres away from the central area; this would encourage independence and movement and the layout would also provide improved lines of sight for nursing staff.
- In relation to the design of the building compared to the surrounding area, the applicant team noted that the proposed building line was located on what was thought to be the historic building line and was only 2 metres forward of the neighbouring terraces. It was explained that the design had been carefully considered with the Conservation Officer to provide the best quality design that was not pastiche but complimented the surrounding area. The applicant team considered that the proposed proportions matched the rhythm of the street.
- It was acknowledged that the building was designed to facilitate residential, short term stays but it was explained that a number of key features in the building were not appropriate, such as the provision of en suite toilets rather than full bathrooms. It was noted that additional detail was included in the report to the Council's Cabinet in 2019.
- It was noted that the facility would have a mix of residents and that it was aimed to create an innovative unit which would provide nursing care but would be designed to reflect the needs of individuals and provide appropriate placements. It was explained that there were often shortages of placements for those with specific Dementias, those with Learning Difficulties, and Homeless households who often had complex issues.
- It was added that the outside spaces would be open to all residents, with the exception of those in the homelessness unit who would have their own space and would be more likely to go outside the facility. It was noted that there would be a mixture of areas, including quiet spaces and some spaces with exercise functions.

The Chair thanked the applicant team for attending.

12. UPDATE ON MAJOR PROPOSALS

The Chair noted that any further queries could be directed to the Head of Development Management.

RESOLVED

To note the report.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

The Chair noted that any further queries could be directed to the Head of Development Management.

RESOLVED

To note the report.

14. NEW ITEMS OF URGENT BUSINESS

There were no items of urgent business.

15. DATE OF NEXT MEETING

It was noted that the date of the next meeting was 7 November 2022.

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

Planning Sub Committee

Item No. 8

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/4415**Ward:** Highgate**Address:** 103-107 North Hill N6 4DP

Proposal: Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, café, lounge, bar, well-being shop general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works

Applicant: Mr Mitesh Dhanak Highgate Care Ltd**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

- 1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.
- 1.2 This application follows on from a previous approval under reference HGY/2021/3481 for exactly the same proposal approved in October 2022.
- 1.3 After the planning permission above was issued, a neighbour applied to challenge the grant by way of a Judicial Review. Whilst confident that the challenge will ultimately fail, given the delays inherent in the judicial system the applicants have chosen to submit this application to secure an implementable consent earlier.
- 1.5 The previous Planning Sub-Committee report including all previous representations is attached at Appendix 2 for completeness.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is the same as previous approved under HGY/2021/3481
- The scheme optimises the potential of the site for a new modern care home
- The care home facility would provide 70 bedrooms along with traditional long-term accommodation for senior care (including dementia palliative care), a well-being and physiotherapy centre and an area for residents to recuperate from surgery that will include specialist staff and tailored care;
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;

- The proposed development would be a high quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development will lead to a very low, less than substantial harm to the significance of the Conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and partly by other benefits such as the improved care home services and the optimum use of the site and its garden.
- The proposed scheme will be more sustainable and energy efficient than the existing buildings;
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 8 newly planted trees - ensuring there is no net loss off trees. The 8 new trees will form part of a high quality and substantially sized landscaping scheme as part of the proposed development;
- The scheme would provide a number of section 106 obligations

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 14/03/23 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification

10. Land Contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Combustion and Energy Plant
15. Combined Heat and Power (CHP) Facility
16. Construction ecological Management Plan
17. Landscape Ecological Management and Maintenance Plan
18. Tree Protection Plan
19. Arboricultural method Statements
20. Landscape Plan and aftercare programme
21. Energy strategy
22. Gas boilers
23. Overheating
24. Living roof
25. BREEAM Certification
26. Movement monitoring (Basement development)
27. Construction Management Plan (Basement development)
28. Cycle Parking
29. Construction Logistics Plan
30. Gym restriction
31. Outpatients facility
32. Satellite antenna
33. Kitchen Extract
34. Restriction to use class
35. Restriction to telecommunications apparatus
36. Fire safety
37. Plant noise
38. Legacy of Mary Feilding
39. Detailed Construction Management Plan (Basement development)
40. Piling Method Statement
41. Surface Water Drainage Condition

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos
- 8) Secure by design
- 9) Thames Water underground assets
- 10) Water pressure
- 11) Ramps

Section 106 Heads of Terms:

1. Section 278 Highway Agreement
 - Reinstatement of redundant crossover in North Hill at the former access, and meet all of the Council's costs
 2. Sustainable Transport Initiatives
 - Monitoring of travel plan contribution of £2,000 per year for a period of 5 years
 - £20,000 towards parking management measures
 - £4,000 towards permit free with respect to the issue of Business Permits for the CPZ
 3. Carbon Mitigation
 - Be Seen commitment to uploading energy data
 - Energy Plan and Sustainability Review
 - Estimated carbon offset contribution (and associated obligations) of £404,700 plus a 10% management fee
 4. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan
 - Provision of a named Employment Initiatives Co-Ordinator;
 - Notify the Council of any on-site vacancies during and following construction;
 - 20% of the on-site workforce to be Haringey residents during and following construction;
 - 5% of the on-site workforce to be Haringey resident trainees during and following construction;
 - Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
 - Provide a support fee of £1,500 per apprenticeship towards recruitment costs.
 5. Monitoring Contribution
 - 5% of total value of contributions (not including monitoring);
 - £500 per non-financial contribution;
 - Total monitoring contribution to not exceed £50,000
- 2.5 The above obligations are considered to meet the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

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

- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for reinstatement of redundant crossover in North Hill at the former access and meet all of the Council's costs. 3) A contribution towards parking management measures. 4) A contribution towards permit free with respect to the issue of Business Permits for the CPZ. 5) Implementation of a travel plan and monitoring free would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.
 2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7. In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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

APPENDICES:

- | | |
|------------|---|
| Appendix 1 | Consultation Responses – Internal and External Consultees and Neighbour Representations |
| Appendix 2 | Planning committee report (HGY/2021/3481) |

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of the existing buildings and erection of a three and four storey building fronting North Hill and View Road to operate as a care home (Use Class C2) providing 70 bedrooms. 43 of the bedrooms (61%) will provide traditional, long-term accommodation for senior care (including dementia palliative care). The well-being and physiotherapy centre will utilise 27 bedrooms (39%) and will provide an area for residents to recuperate from surgery and include specialist staff and tailored care. This centre will cater for a mix of inpatient and outpatient/public use for these facilities.
- 3.1.2. The primary access to the care home will be from View Road leading to the convalescent, nursing and dementia care, vehicle drop off and access to the basement car park and physiotherapy centre. The North Hill frontage will provide pedestrian access to the well-being and physiotherapy centre.
- 3.1.3. 17 car parking spaces including 2 disabled spaces and cycle parking spaces are proposed at basement level. The physiotherapy centre in the basement will include; gym physiotherapy spaces, consulting rooms, hydro pool, sauna, cinema, barber, hair and beauty salon and wellness shop. Also at basement level are kitchens, laundry room, WC, changing rooms, maintenance store, reception, office, deliveries room, equipment store and plant rooms.
- 3.1.4. The ground floor will provide convalescent short stay guest accommodation, a reception space, communal hub, restaurant, café, office, nurse room and outdoor space. The first floor will be dedicated to older people's care and will comprise of bedrooms with en-suites, day space provided by way of a lounge, dining room and quiet room. An assisted bathroom (spa bathroom) is located centrally. The first floor also includes the staff room, treatment/medical room and nurse station. The second floor will be dedicated to dementia care and will comprise of bedrooms with en-suites as well as day space, an assisted bathroom and nursing station. This floor also includes a private terrace. The third floor is dedicated to the well-being centre only and provides convalescent stay accommodation and a communal terrace.
- 3.1.5. The proposal would include comprehensive landscaping around the development including to the frontages along View Road and North Hill. Some of the new landscaping features will include a 'healing garden', water features, new tree planting, green walls, paving, soft planting, semi-private terraces for the residents and accessible paths.
- 3.1.6. The development would be contemporary in style with the North Hill frontage faced in yellow brick and include a dark grey aluminium window system and parapet in a Portland coping stone. The View Road frontage would be faced in red multi and contrasting dark red brick and include a dark grey slate pitched roof, dark grey aluminium window system and zinc clad dormers.

- 3.1.7 This proposal is exactly the same as the planning application approved by members of the Planning Sub-Committee in June 2022 (reference HGY/2021/3481). More information regarding the reason for this current planning application is set out in paragraphs 1.2 to 1.3 above and 3.2 below.

Site and Surroundings

- 3.1.8 The site is occupied by a part 2, part 4 storey building that has two frontages facing onto North Hill (north-east side) and View Road (south-west side). The site was formerly owned (and operated as a care home) by the Mary Feilding Guild. It was recently acquired by Highgate Care Limited. The site is located within the Highgate Conservation Area and does not contain any listed buildings or structures.
- 3.1.9 On its North Hill frontage, the site is flanked on one side by a Grade II Listed Georgian terrace known as 'Prospect Terrace' while on its View Road frontage it is adjoined by a Locally Listed villa at No. 3 View Road. The current care home complex includes a red brick building on the site's View Road frontage, the core of which is an Edwardian House with some Arts and Craft features. This has been linked through a series of extensions and newer buildings to a four storey 1960/1970s block on the North Hill frontage. The original Edwardian building is considered a positive contributor to the Conservation Area. There is a tree subject to a TPO south of the frontage facing North Hill. There are a number of trees and shrubs planting to the perimeter of the site and to the rear of the buildings is a large lawn.
- 3.1.7 The current main pedestrian entrance is from North Hill and the building is set back from a one-way road parallel to North Hill, which runs north-west to south east and at a lower level to the North Hill frontage and the one-way road. There is a single, large disabled persons parking space and two visitor parking spaces on this frontage. The View Road frontage provides a gated vehicular in/out access and a car parking area to the rear.
- 3.1.8 To the north of the site is a narrow strip of land owned by the Council, which falls outside the application site boundary. Beyond this are the rear gardens of the properties fronting Yeatman Road. Adjacent to the site to the south-east at the junction of North Hill and View Road is Weatherley Court, a small modern development of 4 storey houses. To the rear of Weatherley Court and adjacent to the site is 1a View Road, which appears to be a large house on a large plot. Directly opposite the North Hill frontage is the four-storey block of flats 'Highcroft', located at the corner of North Hill and Church Road. The surrounding area is predominantly residential with a diverse range of different architectural styles.



Fig 1 – Aerial View

3.2 Relevant Planning and Enforcement history

- 3.2.1 The site has a significant planning history including several alterations and extensions to the buildings. The most recent planning application is set out below:

HGY/2021/3481 – Demolition of existing buildings and redevelopment to provide a new care home (Class C2 – Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works – Granted 07/10/2022

- 3.2.2 As set out earlier after the planning permission above was issued, a neighbour applied to challenge the grant by way of a Judicial Review. The Administrative Court granted permission for that challenge to proceed on 20th January 2022. The challenge claims that the Council has failed to properly apply the Community Infrastructure Levy Regulations because the contribution towards highway and traffic management measures (£20,000) did not fairly and reasonably relate to the development proposed. The challenge acknowledges that the development will result in stresses that need to be addressed but alleges that the report considered by Members did not explain how the figure of £20,000 was reached, what it would be spent on or why that sum was necessary to make the proposal acceptable.
- 3.2.4 As the matter is now in the jurisdiction of the Courts it would not be appropriate to comment further on the grounds of challenge, but the Council is resisting the challenge and is supported by the applicant in doing so. Whilst confident that the challenge will ultimately fail, given the delays inherent in the judicial system (the challenge might not be heard until the end of June or later) the applicants have chosen to submit this application to both secure an implementable consent earlier and to address the uncertainty inherent in any contested case before the Courts.
- 3.2.5 The previous Planning Sub-Committee report including all previous representations is attached at Appendix 3 for completeness.

4 CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

- 4.1.1 The proposal was presented to the Planning Committee at a Pre-Application Briefing on September 2021. The minutes of the forum are set out in Appendix 5 of the previous officers committee report which is contained Appendix 2 of this report.

4.2 Quality Review Panel

- 4.2.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions.

- 4.2.1.1 Following the final Quality Review Panel meeting on 25 August 2021, which are set out in Appendix 5 of the previous officers committee report which is contained in Appendix 2 of this report, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant's intention is to retain the use of this important site for residential care accommodation. It thanks the project team for the helpful presentation and feels that the work done in response to the previous review has been very positive. It commends the tenacity of the project team, working with planning officers and consulting with the community.

The panel supports many of the strategic moves made during design development; however it feels that the massing and detail of the roofscape could be further improved, along with the architectural expression of the scheme. It would also encourage further consideration of the scheme layout, to improve the quality of the communal accommodation and circulation areas, while enhancing the relationship between key shared spaces and adjacent garden areas. As design work continues, sections taken through the building and the surrounding context will be important to ensure high quality accommodation.

The retention and re-purposing of the North Hill block should be considered, alongside a wider strategy for the re-use on site of any appropriate demolition material. Full consideration of embodied energy, alongside a 'fabric first' approach to sustainable design, should inform the continuing evolution of the proposals at a detailed level.

4.3 Development Management Forum

- 4.3.1 The proposal was presented to a Development Management Forum in September 2021.
- 4.3.2 The notes of the forum are set out in Appendix 5 of the previous officers committee report which is contained in Appendix 2 of this report.

4.4 Application Consultation

- 4.5.1 The following were consulted regarding the application:
(comments are in summary – full comments from consultees are included in Appendix 1)

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Employment and Skills

No comments received.

Building Control

No comments received

NHS Haringey

No comments received.

Arboricultural Officer

No objections raised, subject to conditions

Nature Conservation

No comments received

Pollution Lead Officer

No comments received

Surface and flood water

No objections subject to conditions

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No comments received.

Supported Accommodation

No comments received.

EXTERNAL

Thames Water

No objection, subject to conditions

Designing out crime

No comments received.

Environment Agency

No comments received.

London Fire Brigade

No objection

Historic England

No objection

GLAAS

No objection

Tree Trust for Haringey

No comments received.

5. LOCAL REPRESENTATIONS

5.1. The following were consulted:

164 Neighbouring properties
3 Residents Association
Public site notices were erected in the vicinity of the site

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

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

5.3. The following local groups/societies made representations:

- Highgate Conservation Area Advisory Committee (CAAC)

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

Land Use and housing

- Concerns with the financial viability of the development
- Concerns some of the proposed facilities will be for public use
- Based on Conditions 34 (Restriction to Use Class) and 31 (Outpatients facility) Class E should apply if the consultant rooms will presumably be let on Business leases. Therefore the officers report is unsound;
- The Council should take independent legal advice on the use class
- How much of the accommodation will fall under Use Class E

Impact on Heritage assets

- The height is not in keeping with the Conservation Area
- The scale is a concern given its close proximity to the listed building
- The development would fail to preserve or enhance the character and appearance of the Conservation Area
- The development will harm the settings of the listed buildings
- Substantial harm to the Conservation Area
- The proposed building will harm the setting and significance of the Grade II terrace

Size, Scale and Design

- The design is not in keeping with surrounding properties
- Overbearing in relation to neighbouring buildings
- Excessive height, bulk, massing and scale
- The development is significantly larger in scale than the existing buildings on site
- Overdevelopment of site
- The Quality Review Panel comments have not been adequately addressed
- The Council's pre-application advice has not been adequately addressed
- The scheme should be redesigned
- Excessive footprint
- The single brick treatment of the North Hill frontage is bland

Parking, Transport and Highways

- Increased traffic generated
- Pressure on parking
- Road safety concerns
- The North Hill entrance will not be suitable for daily out patients
- The main entrance for outpatients should be on View Road
- It is unlikely outpatients will use sustainable forms of transport to the site
- Concerns the access road would not be sufficient for this development
- This narrow section of North Hill is the main route for children of Highgate Primary School
- Parking survey carried out incorrectly
- Increased vehicle trips per day
- Clarification required on the parking mitigation measures

Residential Amenity

- Loss of privacy/overlooking
- Overbearing
- Loss of daylight and sunlight
- Impact on outlook
- Noise and disturbance
- The daylight/sunlight assessment has not been carried out properly

Environment and Public Health

- Significant increase in pollution
- Noise pollution
- Impact upon local flora/fauna
- Impact on trees
- Loss of garden space

Basement development

- Impact of basement development on the listed terrace
- Concerns with the excavation

Sustainability

- A zero carbon building should be achieved

Other

- The applicant has not addressed the previous concerns raised by neighbours
- This application has been submitted to avoid a legal challenge

5.5. The following issues raised are not material planning considerations:

- No site notice placed outside the development (Officer comments: A site notice was placed outside the development)
- Consultation period was not long enough (Officer Comments)
- Evidence required to show demand for care provision in the local area and the well-being and physiotherapy centre (Officers comments: Evidence were not submitted with the planning application but were summarised in paragraph 7.4 the supporting planning statement)
- Clarification needed on what falls under 'ancillary accommodation' and 'well-being and physiotherapy centre' (Officer comments: 'Ancillary accommodation' referred to in the supporting Design and Access Statement includes the laundry kitchen, plant room, handyman room, maintenance store etc. The well-being centre includes the gym, cinema, hydro pool, sauna, gym, wellness shop etc and is not treated as a separate but ancillary use
- Party wall concerns (Officers comments: This is not a material planning consideration)

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact of the proposed development on the character and appearance of the Conservation Area
3. Design and Appearance
4. Site layout/Quality of Accommodation
5. Impact on Neighbouring Amenity
6. Parking and Highways
7. Basement Development
8. Trees
9. Sustainability and Biodiversity
10. Water Management
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety
14. Conclusion

6.2. Principle of the development

Policy Framework

National Policy

- 6.2.1. The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks exemptions to affordable housing provision where the site or proposed development provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for older people).
- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey’s Development Plan includes the London Plan (2021), Haringey’s Local Plan Strategic Policies (2017), the Development Management Policies DPD (2017), the Site Allocations DPD (2017) and the Highgate Neighbourhood Plan (2017).
- 6.2.3 The planning decision with respect to this proposal must be made in accordance with the development plan unless material considerations indicate otherwise.

Regional Policy – The London Plan

- 6.2.4 London Plan Policy H13 contains requirements for ‘specialist older person housing’ however this does not apply to accommodation which is considered ‘care home accommodation’. London Plan Policy H12 contains requirements for ‘supported and specialised accommodation’ which includes reablement accommodation (intensive short-term) for people who are ready to be discharged from hospital but who require additional support to be able to return safely to live independently at home, or to move into appropriate long-term accommodation.
- 6.2.5 London Plan Policy D6 seeks to optimise the potential of sites, having regard to

local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy

- 6.2.6 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. This is not an allocated site and the use of the site remains as a care home.
- 6.2.7 The Development Management DPD (2017) (hereafter referred to as the DPD) is particularly relevant. Policy DM15 sets out the Council's policy on specialist housing.
- 6.2.8 The core objectives of the Highgate Neighbourhood Plan (2017) are to help achieve the following vision; social and community needs, economic activity, traffic and transport, open spaces, and the public realm and heritage.

Land Use Principles

- 6.2.9 The proposed development would replace the existing care home (Use Class C2) with a new long term traditional care home with a smaller component operating as a well-being and physiotherapy centre. The replacement of the care home is assessed in land use policy terms as follows.

Replacement of the existing care home

- 6.2.10 Policy DM15 of the Haringey Development Management DPD 2017 (DM) states;
 - A Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.
 - B The Council will support proposals for new special needs housing where it can be shown that:
 - a There is an established local need for the form of special needs housing sought having regard also to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy.
 - b The standard of housing and facilities are suitable for the intended occupiers in terms of:
 - i. The provision of appropriate amenity space, parking and servicing;
 - ii. The level of independence; and
 - iii. Level of supervision, management and care/support;
 - c There is a good level of accessibility to public transport, shops, services and community facilities appropriate to the needs of the intended occupiers; and

- d The impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

6.2.11 The site has operated as a care home (Use Class C2) for at least 85 years. The former Mary Feilding Guild care home was registered with the Care Quality Commission (CQC) for a 43 single occupancy bedroom nursing home (Use Class C2). The proposed provision for traditional, long term senior care bedrooms would be 43 rooms, which is in line with the requirement of policy DM15 to provide adequate replacement accommodation.

6.2.12 Haringey's Housing Strategy 2017-22 states that the Council will move to more modern housing options for older people, ensuring services are needs-based and not age-based", provide suitable housing and neighbourhoods for older people, and develop more tailored services for individual older and vulnerable people.

6.2.13 In terms of the other requirements of DM15; meeting an established local need and providing a standard of housing and facilities suitable for the intended occupiers, the former Mary Feilding Guild care home was in private ownership and closed in May 2021. The applicant states that there was a significant under-utilisation of the site, with only 16 residents (an occupancy of only 37%) at the time of closure. The care home had been financially unsustainable for several years and was unable to attract new residents. They have indicated that the home could not continue to operate and function as it previously operated or adapt to provide modern care and nursing facilities in its previous form.

6.2.14 The applicant states that they had commissioned experts to assess the demand for care home provision in the local area. This concluded that there is good provision of traditional residential accommodation for older people in the area. In addition, it is also identified there is good provision of sheltered accommodation in the area. The experts however identified a strong demand for a nursing and convalescence home to assist older people to recuperate from operations and increase their health span.

6.2.15 The proposal therefore seeks permission for up to 70 bedrooms predominantly for traditional, long-term accommodation for senior care (including dementia and palliative care). This will account for approximately 61% of the bedrooms. A well-being and physiotherapy centre will account for approximately 39% of the bedrooms provided for residents to recuperate from operations with specialist staff tailored care. Therefore, the proposal is considered to meet an established local need and subject to more detailed consideration of the quality of accommodation set out below it is considered to provide a standard of housing and facilities suitable for the intended occupiers.

Land Uses – Conclusion

6.2.16 The principle of traditional, long term senior care and well-being and physiotherapy centre is considered to meet an established local need and would provide adequate replacement accommodation. The proposed development is therefore supported by DM Policy DM15 subject to all other relevant considerations,

6.2.17 The previous application was found acceptable in this regard, further objections have been received and no new material issues are raised therefore the principle of development is considered acceptable.

6.3. The impact of the proposed development on the character and appearance of the Conservation Area

- 6.3.1 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 DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.
- 6.3.2 DPD Policy DM9 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. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context. Policy DH2 of the Highgate Neighbourhood Plan (2017) states that development proposals, including alterations or extension to existing buildings, should preserve or enhance the character or appearance of Highgate's conservation areas.

Statutory test

- 6.3.3 Section 72(1) of the Listed Buildings Act 1990 provide: "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".
- 6.3.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.3.5 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can

only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.3.6 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.
- 6.3.7 With regards to the existing context the Conservation Officer notes that this generous development site sits within Highgate Conservation Area and spans across North Hill and View Road, two thoroughfares with a different yet complementary historic townscape and character.
- 6.3.8 On North Hill the existing care home building is flanked by a listed terrace, on View Road it is adjoined by a locally listed house. The townscape along North Hill is characterised by the varied and down-sloping topography of the bank, by the spacious road section, three to four storey buildings of various ages well set-back from the pavement behind their front gardens. The main elevation of the existing office building of the Mary Feilding Guild Care Home fronts North Hill and forms part of this townscape. The existing office building on North Hill is linked through a series of utilitarian extension buildings to the original 1920s care home building fronting View Road; despite various side and rear alterations this historic building is deemed to be a positive contributor to the character of the CA.
- 6.3.9 View Road is a quiet residential street where several listed and locally listed large houses are comfortably set in large sites complemented by leafy front gardens and generous, deep rear gardens and contribute to a more suburban character than the busy North Hill.
- 6.3.10 The Conservation Officer notes that the proposed redevelopment of the Mary Feilding Guild Care Home rests on a thorough assessment of the architectural proportions, quality, heritage significance and conditions of the existing buildings and their site, a careful analysis of the existing topography and gardens forming part of a well-rounded and comprehensive site analysis.
- 6.3.11 Both contextual analysis and the assessment of susceptibility to change and reuse of the original care home have demonstrated the need for and the benefits descending from the replacement and coherent redesign of both existing buildings, poorly proportioned and poorly accessible interiors, dull office building fronting North Hill and scarcely accessible gardens. The loss of the much-altered original 1920s care home which provides a modest contribution to the character of the area along View Road would have a negligible negative impact on the character of the area and would lead to a low level of less than substantial harm that would be outweighed by the improved care home services and design quality that the proposed scheme provides.
- 6.3.12 The Conservation Officer notes that this contextual awareness and a solid experience in the design of specialist care homes have been the basis for a sound and successful design exploration aimed at maximising the site potential and providing an optimal level of

accommodation with related amenities and a sensitive response to the historic townscape and urban context of the conservation area. The extensive pre-application discussion with council officers, review and local groups has informed a very specific design proposal that extends across the site replacing and optimising the footprint, plan form, amasses and heights of the existing building, with a carefully proportioned new care home building that would benefit from a fully reconfigured and accessible soft and hard landscaped garden space that will pleasantly complement the architectural design of the new buildings. The whole project has been sensitively shaped, both externally and internally by the need to complement the historic townscape of the conservation area respectively on its North Hill and View Road frontages while expressing the genuinely contemporary character of the new care home.

6.3.13 The Conservation Officer notes that the proposed office building along North Hill retains the proportions of the existing one, which is bland and monolithic and offers a straightforward opportunity for improvement. The proposed design seizes this opportunity to enhance forms, functions, and setting of the listed terrace and introduces an interesting articulation of heights and masses and a facade design inspired by the adjacent Georgian terrace and softened by the elegantly multifaceted brickwork façade. The proposal has been carefully shaped and assessed in views across the conservation area along North Hill and by virtue of its sensitive design approach, it fully respects the architectural primacy and legibility of the listed terrace in its urban context and is supported from conservation grounds.



Proposed North Hill Frontage

6.3.14 The Conservation Officer notes that the care home building fronting View Road respects the height of neighbouring houses and has been designed as a contemporary reinterpretation of a suburban villa with symmetric façade, generous fenestration and an interesting roof articulation that draws inspiration from the traditional roofs, dormers, and prominent gables of the adjacent buildings. The subtly elaborated brick façade would be complemented by the soft landscaped garden hidden behind the retained boundary wall

located on a raised street level along View Road where the proposed building will positively complement its varied context while retaining a number of established features of this part of the conservation area such as the enclosed nature of the View Road building, the suburban, residential, verdant character of View Road as well as featuring the established architectural forms and materials reinterpreted in a more contemporary key. The building fronting View Road is supported from the conservation perspective with encouragement to further refine the façade treatment, dormers, and porch.



Proposed View Road frontage

- 6.3.15 The proposed development has been rooted in deep understanding of the site potential and full awareness of the value of its heritage setting. It is a design proposal that creatively seizes the opportunities offered by this challenging and multifaceted heritage site through a conservation-led, context-responsive, well-articulated design concept that provides a specialist development response to this part of the conservation area, a well- founded design response.
- 6.3.16 The Conservation Officer therefore concludes that the proposed scheme is acceptable from a conservation perspective as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and partly by other benefits such as the improved care home services and the optimum use of the site and its garden. The Conservation Officer recommends conditions requiring further details of materials, landscape and boundary treatment to ensure that the character and appearance of the conservation area are effectively enhanced.
- 6.3.17 The previous application was found acceptable in this regard, further objections have been received and no new material issues are raised therefore and the impact of the proposed development on the character and appearance of the Conservation Area is considered acceptable.

6.4. Design and Appearance

- 6.4.1 The NPPF 2021 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.
- 6.4.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.

Quality Review Panel (QRP) Comments:

- 6.4.3 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 18 May 2021 and 25 August 2021). The panel on the whole supported the scheme.
- 6.4.4 The full Quality Review Panel (QRP) report of the review on 18 May 2021 and 25 August 2021 is attached in Appendix 3. The final Quality Review Panel’s summary of comments is provided below;

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant’s intention is to retain the use of this important site for residential care accommodation. It thanks the project team for the helpful presentation, and feels that the work done in response to the previous review has been very positive. It commends the tenacity of the project team, working with planning officers and consulting with the community.

The panel supports many of the strategic moves made during design development; however it feels that the massing and detail of the roofscape could be further improved, along with the architectural expression of the scheme. It would also encourage further consideration of the scheme layout, to improve the quality of the communal accommodation and circulation areas, while enhancing the relationship between key shared spaces and adjacent garden areas. As design work continues, sections taken through the building and the surrounding context will be important to ensure high quality accommodation.

The retention and re-purposing of the North Hill block should be considered, alongside a wider strategy for the re-use on site of any appropriate demolition material. Full consideration of embodied energy, alongside a ‘fabric first’ approach to sustainable design, should inform the continuing evolution of the proposals at a detailed level.

- 6.4.5 The detailed QRP comments from the most recent review together with the officer comments are set out in Table 1.

Table 1: QRP comments and officer response

Panel comments	Officer Response
Massing and roofscape	

Panel comments	Officer Response
<p>The panel accepts the massing and development density of the proposals, but would encourage the project team to refine the massing of the roofscape to further reduce the visual bulk of the building</p> <p>The depth of the roof presents some challenges with regard to the nature of the hip elements, which seem oversized. The panel would encourage a simpler approach to the pitched roofs within the scheme, using strong gable ends rather than large hips</p> <p>The panel welcomes the adjustments to the building footprint, which has been pulled away from adjacent buildings to allow for a more generous gap than currently exists.</p> <p>The panel notes that the demolition and redevelopment of the North Hill building only achieves the same mass and footprint as the existing building. It would strongly encourage the project team to fully explore retaining, refurbishing / re-cladding and re-purposing the existing building, which the panel considers to be architecturally elegant and which does not seek to compete with the adjacent Georgian terrace</p>	<p>The project team has investigated the roof form with alterations made where necessary such as half hipped roofs to both wings of the building to the View Road frontage and general reduction of pitch by 5 degrees.</p> <p>Officers consider that the roof articulation draws inspiration from the traditional roofs, dormers, and prominent gables of the adjacent buildings</p> <p>QRP support noted</p> <p>The applicants explored options of retaining the existing building, but it could not be adequately adapted to provide a modern care facility. Officers consider that the proposed building along North Hill retains the proportions of the existing one and offers a straightforward opportunity for improvement. Further revisions provided following negotiations have ensured that the building does not compete with the Listed Georgian Terrace and respects their setting.</p>
Landscape design	
<p>While the panel regrets the reduction of the garden space, it feels this is acceptable as the building footprint has also been pulled away from the boundary in some locations, providing a more generous distance to adjacent buildings.</p> <p>The panel welcomes the concept of the healing garden, with its aspiration to nurture the physical and mental well-being of residents. Careful consideration of the path, the orientation of the garden and the ramp access will be required</p>	<p>QRP support noted</p> <p>To address this the project team has introduced level access to this garden space from the foyer/central hub and restaurant (which does not exist at present). Raised planters define generous smooth paths along circular routes through the garden to allow residents to move about independently</p>

Panel comments	Officer Response
to ensure that a strong visual and physical relationship is created between the internal accommodation and the garden.	or with the support of carers or visitors alongside. A series of pergolas help break up the space and lead to a wide variety of seating spaces
Scheme layout and quality of accommodation	
<p>The panel would like to see further refinements to the scheme layout, to create a better relationship (both visually and physically) between internal communal areas and the garden spaces externally. The terrace areas in the 'elbow' of the scheme also need further work.</p> <p>The panel is concerned by the intention to locate the restaurant in the basement. Instead, it would like to see it at ground floor level, ideally in the west-facing section of building overlooking the garden (where there are currently a number of individual rooms shown). The kitchen could remain at basement level.</p> <p>Some of the other uses currently located within the basement would also be much better suited to being located at ground level, including staff rooms and communal facilities like the shop, library, barbers and hair and beauty salon. These uses could potentially help to activate the frontage of the North Hill block.</p> <p>The panel feels that the proportion of circulation space within the North Hill block is unbalanced and would like to see improvements to the efficiency of the floor plans</p> <p>It would also support further refinement of the design of the circulation spaces and communal areas, to include increasing the generosity and daylight access to corridors, circulation cores and stairwells.</p> <p>Sections taken through the accommodation will be critically important to understanding</p>	<p>The layout has been revised by relocating the restaurant to the ground floor facing the main garden area. Communal spaces and terraces to the upper floors have also been refined so that the main garden elevation will be animated by those main social, communal rooms and terraces</p> <p>The restaurant is re-located from the basement to the ground floor, so to open out on to the proposed healing garden. This allows the restaurant space to utilise both the views out onto the garden and direct access for outdoor seating etc. The revised location also allows for natural light to flood the space.</p> <p>The staff rooms have relocated from the basement to first floor level. Officers consider the shop, barbers and hair and beauty salon acceptable in the basement as they would be used for short visits.</p> <p>Circulation and layout of the treatment suites in the North Hill block have also been refined, including improving natural light to circulation, with servicing and refuse storage better defined and disguised.</p> <p>The revised design includes window openings placed within stairwells & circulation spaces where possible to enable natural light into the spaces.</p> <p>Comment noted</p>

Panel comments	Officer Response
<p>how the sloping roofs and dormers will affect the quality of accommodation within the roof spaces.</p> <p>Greater clarity would be welcomed on the arrangements for refuse storage and how this will work in practice for the different parts of the development</p>	<p>Refuse storage is accessed internally at ground floor level and externally from View Road. The refuse collection will be made by a private contractor from within the site utilising the internal drop off bay accessed off View Road. The area is externally accessed and located adjacent the staff & deliveries entrance. A service lift is located adjacent for use by back of house staff.</p>
Architectural expression	
<p>The panel would support further refinements to the View Road elevations, including simplified recesses and a greater distinction in the side wings of the main building through use of different brickwork</p> <p>It would also encourage further consideration of the northern (flank) façade of the scheme.</p> <p>The panel feels in particular that it would be beneficial to get daylight into the stairwell that is bounded by the flank wall, and would encourage exploration of options, including fritted glass.</p> <p>While the panel feels that retention of the North Hill block should be explored as a first response to this part of the site, it would encourage a calmer and simpler approach to the architectural expression of the proposed North Hill block; it thinks that the stepping of the proposed building line is too complicated, and does not relate to the adjacent Georgian terrace. The panel</p>	<p>Officers consider the building fronting View Road is supported from the conservation perspective with encouragement to further refine the façade treatment, dormers, and porch.</p> <p>The northern elevation has been simplified, replacing the proposed green wall with fenestration to circulation and brick recesses, and enriching detailing to both entrances, window surrounds, gables to View Road and walls to landscaping, especially in front of lightwells.</p> <p>Window openings are placed within stairwells & circulation spaces where possible to enable natural light into the spaces.</p> <p>Officers consider that the proposed building along North Hill retains the proportions of the existing one and offers a straightforward opportunity for improvement. The proposed design seizes this opportunity to enhance forms, functions, and setting of the listed terrace and introduces an interesting</p>

Panel comments	Officer Response
<p>also notes that the exterior looks like an office building, rather than reflecting the uses that are accommodated within.</p>	<p>articulation of heights and masses and a facade design inspired by the adjacent Georgian terrace and softened by the elegantly multifaceted brickwork façade.</p>
<p>Low carbon design and environmental sustainability</p>	
<p>The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme.</p> <p>The panel notes that consideration of the embodied energy within existing buildings is an important starting point in sustainability terms. It would like to see detailed analysis of a development approach that seeks to retain – as a minimum – the North Hill block, plus other parts of the existing building where appropriate.</p> <p>Consideration of operational energy requirements should start with a ‘fabric first’ approach</p> <p>A low / zero carbon approach to design should inform the earliest strategic design decisions and should be part of the ongoing narrative as the scheme continues to evolve.</p>	<p>The development delivers a minimum 62% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) for 100% space heating and minimum 70% hot water demand, and a minimum 14 kWp solar photovoltaic (PV) array</p> <p>The whole life cycle carbon assessment has been submitted and provides analysis of the embodied energy within the building</p> <p>As discussed under the Sustainability and biodiversity section of the report below, Officers support the scheme based on its carbon reductions. They have requested further information which can be dealt with by conditions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1).</p>

6.4.6 The Design officer notes that the proposals would replace existing buildings of varied quality in consistent high-quality designs in contemporary reinterpretations of the local context Georgian and Arts & Crafts architecture, of a compatible and appropriate scale to the context, elegantly proportioned, in attractive, appropriate materials and detailing, set in lush, high quality landscaping. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition shall be imposed that requires details and samples of all key materials and further details of the design and detailing of junctions between the brick and glazed elements to be agreed, prior to commencement of works on site.

6.4.7 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

6.4.8 The previous application was found acceptable in this regard. The further objections received raise no new material issues and therefore the design and appearance is considered acceptable.

6.5. Site layout/Quality of accommodation

6.5.1 As noted above Policy DM 15 requires the standard of housing and facilities are suitable for the intended occupiers in terms of the provision of appropriate amenity space, parking and servicing; the level of independence; and level of supervision, management and care/support.

6.5.2 All rooms will benefit from generous floor space (above market 'standard'), wheelchair friendly wet room en-suites (large enough to allow for staff assistance) and their own private kitchenettes with drink making facilities. Suites will also provide seating areas. Private patios will be utilised at ground floors, whilst balconies or Juliet balconies will be provided at first floor. All rooms will benefit from 2.1m height windows (for views from wheelchairs) and will overlook landscaped external spaces

6.5.3 Corridors are designed to be minimum 2m width, to allow for moving of hospital beds and sufficient width for wheelchairs to pass. All doors to resident areas will be designed with a minimum clear width of 800mm, allowing for wheelchair access.

6.5.4 The main entrance to the care home is sited centrally so as to be the clear focus of the main elevation and be immediately apparent when entering the site. Older people care and dementia care residents will arrive at the site by way of the basement car park.

6.5.5 Convalescent stay guests will arrive by way of private ambulance. All will enter at reception, which will open on to the communal hub, informal eating area and restaurant (which will have garden views and access). From the hub, guests will be directed to their room or suite. Lifts are provided at View, Road, North Hill and one centrally.

6.5.6 The second floor of the care home will be dedicated to dementia care, which is in line with dementia friendly design that would allow staff to monitor residents more effectively. The terrace on this floor will enable secure outdoor space for dementia residents only.

6.5.7 In terms of activity space throughout the home, the first floor will provide older people's care and includes large lounge, dining room and quiet lounge spaces for residents to undertake a variety of social, physical and cognitively stimulating activities. The quiet lounge will be a multi-function space that could be used for activities. The second floor provides dementia care and also has a quiet lounge which will also be a multi-function space. The ground floor provides short stay care for a different purpose group. Residents on the third floor will have access to a communal terrace that will be staffed 24 hours per day

6.5.8 A dedicated nurse station is included centrally and the home will provide state of the art monitoring linked to nurse call systems to ensure beds are monitored and staffed and residents are safeguarded

6.5.9 Therefore the quality and layout of the proposed accommodation is considered to be suitable for the intended occupiers in terms of the provision of appropriate amenity space,

parking and servicing; the level of independence; and level of supervision, management and care/support in line with the requirements of Policy DM15.

Accessible Accommodation

- 6.5.10 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.11 Each floor will provide level access throughout and each entrance into the building, and exit from dayrooms and other similar areas, will have level thresholds for ease of access throughout. Strategically placed lifts will allow for ease of access to the upper floors. The proposed ground floor will sit as per the existing level and will run through as level access to View Road. It is noted that the View Road entrance level is informed by North Hill, and external levels at the front are graded an additional 200mm lower to suit this. The gardens will provide level access throughout, with no external gradient steeper than 1:20. Two accessible car parking spaces are provided with two larger bays able to be converted to accessible car parking spaces if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. The proposal is therefore acceptable in this regard.

Outlook and Privacy

- 6.5.11 The design of the proposed development has carefully considered outlook and privacy between rooms and will safeguard the amenity of future users of the care home facility. The outlook from the rooms and the building generally is one of spaciousness and pleasant, quality landscaping.

Daylight/sunlight/overshadowing – Future Occupiers

- 6.5.12 Daylight/sunlight and overshadowing for future occupants of the proposed development will be a significant improvement to the existing building as natural light has been incorporated into the proposed building as far as possible.
- 6.5.13 The facilities such as the shop, barbers and hair and beauty salon located in the proposed basement will not benefit from natural light and would rely on artificial lighting, however given these facilities are for short infrequent visits only, this is considered acceptable. The hydro pool and gym facility at basement level would benefit from lightwells.
- 6.5.14 Sunlight to the external outdoor garden space varies depending on their location and neighbouring trees. Whilst some on the west side would fall marginally short of BRE guidelines they would benefit from being exceptionally private, with wooded external garden space.

Other Amenity Considerations – Future Occupiers

- 6.5.15 With regard to air quality, the care home facility will benefit from bedrooms with windows, private patios, private terrace, communal outdoor spaces/terrace, day spaces located

away from the closest significant road traffic emissions source (North Hill). Further details of passive design measures can be secured by a condition.

- 6.5.16 Lighting throughout the site would be controlled by condition so it would not impact negatively on future occupiers.
- 6.5.17 The refuse store for the care home facility is located at ground floor level accessed off View Road. The Council's Waste Management Officer is satisfied the refuse store is sufficient to store waste for one week.

Security

- 6.5.18 Secure entrance points will be provided to the entrances on View Road and North Hill. These entrance points will be managed by reception staff in order to prevent any unauthorised access. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.
- 6.5.19 The previous application was found acceptable in this regard, and there has been no material change in respect of the site layout or quality of accommodation so this is therefore considered acceptable.

6.6. Impact on Neighbouring Amenity

- 6.6.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.6.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and sunlight Impact

- 6.6.3 Concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the surrounding neighbouring properties. The assessment finds that the impact of the development on existing neighbouring windows is exceptionally favourable for both daylight and sunlight as 98% of the neighbouring windows pass the BRE's Vertical Sky Component guidelines and 99% of neighbouring rooms pass the BRE's No Skyline guidelines. In terms of sunlight, 117 rooms were assessed, and all comply with the BRE's primary annual sunlight criteria.

- 6.6.4 In terms of sunlight to neighbouring gardens/amenity space, the assessments finds that 9 out of the 12 gardens/amenity space would satisfy the BRE guidelines. The neighbouring gardens that are affected i.e. the rear gardens of Yeatman Road are already overshadowed by an existing tree along the rear boundary. The neighbouring property at 109 North Hill which is in closest proximity to the site is already overshadowed due to its close proximity to the existing care facility building and trees in the garden.
- 6.6.5 Overall the proposal would not have a significant impact on daylight and sunlight to residents of neighbouring properties.

Privacy/Overlooking and outlook

6.6.6 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues, particularly with regards to the properties on Yeatman Road, View Road and North Hill. Given the 20-30 metre distance between the main rear wall of the properties on Yeatman Road and that of the proposal, the proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants. This is also helped by the site itself and many of its neighbours being densely landscaped, with a particularly dense belt of existing trees to its north-west, and that care is proposed to be taken to retain and protect existing trees on the site and supplement them with additional trees. Given also the proposed development although taller in scale, broadly follows the form and footprint of the existing building, with the proposed building line pulled away from boundaries to neighbouring gardens, in particular to the rear of 1A View Road. Furthermore, there is already overlooking to this neighbouring property from existing bedroom windows at ground and first floor level immediately to the rear and at first, second and third floor level within the taller block which fronts North Hill and from the open communal terrace, lounge and kitchen at first floor level. Given the current level of privacy of the garden, the additional overlooking is not found to result in significant harm to neighbouring amenity.

- 6.6.7 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.
- 6.6.8 Therefore, it is considered that residents of nearby residential properties would not be materially affected by the proposal in terms of loss of outlook or privacy

Other Amenity Considerations

- 6.6.9 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view.
- 6.6.11 The site is currently in use as a traditional care home. The proposed development would see the principal use of the site remain the same and therefore there will be no increase in noise levels and general disturbance in comparison to the existing facility.

- 6.6.12 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.6.13 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.6.14 The increase in noise from occupants of the proposed care home facility would not be significant to existing residents given the current existing use of the site will be retained and the current urbanised nature of the surroundings.
- 6.6.15 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.
- 6.6.16 The previous application was found acceptable in this regard. Further objections have been received but no new material issues are raised and the impact on neighbouring amenity is therefore considered acceptable.

6.7. Parking and Highways

- 6.7.1. Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport **quality and safety by promoting public transport, walking and cycling**. This approach is continued in DM Policies DM31 and DM32.
- 6.7.2. London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3. Policy TR3 and TR4 of the Highgate Neighbourhood Plan seeks to minimise the impact of traffic arising from new development and reduce the negative impact of parking in Highgate.
- 6.7.4. The site is located within an area with a public transport accessibility level (PTAL) of 3, which is considered 'moderate' in terms of access to public transport services. Five different bus services are accessible within 2 to 8-minutes' walk of the site, and Highgate Underground Station is a 9-minute walk away. The site is located within the Highgate Outer Controlled Parking Zone, which operates between the hours of 10.00 to 12.00 Monday to Friday.

Parking Stress

- 6.7.5. The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.7.6. In terms of the revised trip generation applied and predicted numbers of cars that will attend either as employees, visitors or therapy/physio outpatients, there will be additional parking demands generated on-street.
- 6.7.7. There are very high parking stresses recorded on some streets within the stress survey and the predicted impacts arising from this proposal will need to be mitigated and managed. However, the Council's Transport Planning Officers raise no objections to the proposals subject to conditions being imposed in respect of gym restrictions and the outpatients facility to reduce the number of trips generated by the development and the resulting car parking demand on local roads. A contribution towards parking management measures would also need to be secured.
- 6.7.8. A contribution of £20,000 is required for parking management measures to address potential overflows of parking causing road safety concerns in the surrounding area where parking is forecasted due to the cumulative impact of this development and existing parking demand to be at capacity or near capacity., Residents and visitors to the development may seek to park on yellow and double yellow lines, which will impact on highways safety and flow of traffic on the highways network.
- 6.7.9. Arriving at the £20,000 figure comes from experience of similar situations where a new development generates additional trips and parking demands, that cause highway safety issues, a nuisance for residents and businesses, and ongoing difficulties for the Council's Parking Enforcement Team.
- 6.7.10. The applicant's TA has predicted additional demand of 22 vehicles from the multiple activities at the development seeking to park in the busiest hour, and there are a number of streets adjacent to this site that already experience high parking stresses. Therefore, a number of Parking Management Measures are considered appropriate, as follows;
- North Hill Avenue, to mitigate against parking on double yellow lines; change to double yellow lines with blips, (possible red route)
 - North Hill Junction with North Hill Avenue, single and double lines, change to double yellow lines with blips (possible red route).
 - North Hill possible blocking and change single yellow lines to double yellow lines.
 - Storey Road implement blips on double yellow lines no waiting at any time.
 - Church Road parking review post implementation a possible change of single yellow lines to double yellow with blips at junctions with Grange Road
 - Review of parking restriction junction of junction Broad Lands Road / Broadlands Close with Grange Road, potential for additional double yellow lines.
- 6.7.11. A number of measures are appropriate to manage the expected impacts and very importantly, these should be able to be implemented before any worsening of current

Highways and parking conditions occurs, to address the Highway safety issues that will likely arise. The figure for this mitigation is based on an estimate of the costs involved.

- 6.7.12. Whilst there are currently high car parking pressures on some roads the overall parking pressures within the surveyed area has been assessed on the worst-case scenario and with the measures secured as part of the S.106 agreement the scheme is acceptable. The cost associated with the above measures is also considered necessary, directly related to the development and fairly and reasonably related for a scheme of this scale.
- 6.7.13. This figure would be secured by legal agreement should consent be granted.

Access and Parking

- 6.7.14. The Transport Planning Officers note that at present there are two vehicle crossovers/accesses off View Road and one-off North Hill. There are 3 parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.
- 6.7.15. The proposal seeks to retain the two crossovers off View Road to facilitate access to a drop off facility and also the proposed basement parking.
- 6.7.16. The existing access on North Hill is no longer required so the applicant will need to enter into the appropriate Highways Act Agreement to meet the physical and administrative costs of reinstating the crossover to full height kerb and footway.
- 6.7.17. This can be secured by legal agreement should consent be granted.
- 6.7.18. Pedestrian access will be primarily from the View Road side of the care home however it will also be possible from the North Hill side of the site.
- 6.7.19. The proposal would provide basement parking for 17 car parking spaces in total, including two blue badge bays with two larger bays able to be converted to blue badge if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. This bay can also be used for informal drop off and pickups.
- 6.7.20. The ramp starts within the site several metres from the View Road crossover, and it is not expected that the proposed arrangement will create any highway or safety issues. The ramp will be able to accommodate two-way vehicle movements and it is expected cyclists will access the basement long stay cycle parking via the ramp or alternatively use one of the lifts. The Council's Transport Planning Officers consider the access and parking to be acceptable.

Electric Car Charging Points

- 6.7.21. London Plan policy T6.1 requires at least 20 per cent of spaces to have active charging facilities with passive provision for the remaining spaces however there are no specific requirements in the London Plan for charging point provision for care homes. The Council's Transport Planning Officers note that the scheme provides two car charging points which complies with the 20% requirement and is considered acceptable,

Cycle Parking

- 6.7.22. The proposal provides 8 long stay cycle parking spaces in the basement. This level of cycle parking provision meets the London Plan cycle parking requirement for care homes.
- 6.7.23. Short stay spaces are to be provided at ground floor level. 4 short stay spaces are required for the care home and 2 for the gym. 5 spaces are referred to in the Transport Assessment, however the waste arrangements drawing indicates ten spaces.
- 6.7.24. This information can be clarified at a later stage, but prior to the commencement of works, and as such this matter can be secured by the imposition of a condition.
- 6.7.25. As such, Officers raise no objections to the proposals on transport grounds subject to the relevant condition being imposed in respect of proposed cycle parking arrangements

Deliveries and Servicing

- 6.7.26. With regards to delivery and servicing considerations, 4 delivery and servicing trips are predicted per day. A delivery bay is included within the basement for visiting service vehicles, and the ground level drop off bay can also be used. Servicing activity takes place from both North Hill and View Road at present, however with this proposal is it intended to take place from View Road only, accommodated off of the highway.
- 6.7.27. A private contractor will be used to make refuse and recycling collections, using a smaller vehicle than those used by the Council, and collections will be made from within the site utilising the internal drop off bay accessed off View Road.
- 6.7.28. As such, the provision for deliveries and servicing for the care home is considered acceptable.

Construction Logistics and Management

- 6.7.29. No specific details of construction logistics have been submitted at application stage. However, it is appropriate for this to be provided at a later stage as such this matter can be secured by the imposition of a condition on any grant of planning permission.
- 6.7.30. Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway as per the previous planning application and the uncertainty in terms of parking stresses has been sufficiently addressed and includes a S106 contribution towards highways and traffic management measures which is fair and reasonably relates to the proposed development having applied the Community Infrastructure Levy Regulations

6.8. Basement Development

- 6.8.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.

- 6.8.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.8.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 DMDPD. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment. Policy DH7: basements of the Highgate Neighbourhood Plan (2017) seeks to ensure that full consideration is given to the potential impacts of basement developments at application stage.
- 6.8.4 The proposal seeks to extend the existing basement to facilitate 17 parking spaces, 8 cycle parking spaces, a well-being and physiotherapy centre and other ancillary facilities. The applicant has submitted a detailed Basement Impact Assessment which meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.
- 6.8.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.
- 6.8.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.
- 6.8.7 The previous application was found acceptable in this regard. Further objections have been received and with the inclusion of a condition as included on the previous permission no new material issues are raised and the basement development is therefore considered acceptable.

6.9. Trees

- 6.9.1 The supporting text to Local Plan 2017 Policy SP13 recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees. Policy SO4.4 of the Highgate Neighbourhood Plan seeks to 'protect and enhance the area's village character through conservation of its natural features, including trees' while policy OS2 of the Highgate Neighbourhood Plan states that there should be no net loss of trees as a result of development and pro rata replacement will be expected.
- 6.9.2 This proposal includes the removal of 7 trees. The Council's Tree Officer considers that the trees to be removed are of low quality and value. It is noted that no high-quality trees

will be lost and the trees within 109 North Hill, North Hill Highway and Wetherley Court will not be significantly impacted by the proposed development.

- 6.9.3 The proposed new landscape plan includes the planting of 8 new trees that will be planted within the outdoor garden space including 2 trees along North Hill Road. These 8 newly planted trees will ensure there is no net loss of trees (a gain of 1 tree) which is in line with Policy OS2 of the Highgate Neighbourhood Plan. The proposed 8 new trees will also enhance biodiversity on the site and contribute to the provision of a quality and substantially sized landscape area which will benefit for future users of the care home and also the visual amenity of the locality generally.
- 6.9.4 An updated Arboricultural Impact Assessment (AIA) was submitted with the application which provides initial recommendations for the protection of the retained trees during the construction phase of the development. An Arboricultural Method Statement that details all the necessary measures to be implemented to ensure the trees being retained will be adequately protected will be required. The Council's Tree Officer has confirmed that this can be adequately provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by the imposition of a condition on any grant of planning permission
- 6.9.5 As such, the tree officer raises no objections to the proposals subject to the relevant conditions being imposed in respect of the tree protection plan, Arboricultural Method Statement and Landscape Plan and aftercare programme
- 6.9.6 The previous application was found acceptable in this regard. Further objections have been received but no new material issues are raised and the impact on trees is therefore considered acceptable.

6.10 Sustainability and Biodiversity

- 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 SI 2 – Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.10.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.10.4 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. An energy statement was submitted with the application

which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The scheme achieves a 62% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance.

- 6.10.5 The development employs an efficient building fabric, mechanical ventilation heat recovery (MVHR), air source heat pumps for 100% space heating and minimum 70% hot water demand, gas boilers and PV panels. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. Details of the proposed mitigation measures for the future weather will need to be modelled however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.
- 6.10.6 The Council's Carbon Management Team supports the scheme based on its carbon reductions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution (£404,700 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure would be secured by legal agreement should consent be granted.
- 6.10.7 A BREEAM Pre-Assessment for the care home has been submitted with the application with a score of 66.94% expected to be achieved, equivalent to 'Very Good' rating. A Design Stage accreditation certificate confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent), aiming for 'Excellent' will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

Biodiversity

- 6.10.8 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening. DPD Policy DM6 requires proposals for taller buildings to consider their ecological impact.
- 6.10.9 The site primarily comprises hardstanding, amenity grassland, shrubs and trees. The proposal would include comprehensive landscaping around the development including to the frontages along View Road and North Hill. Some of the new landscaping features will include a healing garden, water features, 8 new trees, green walls, paving, soft planting, semi-private terraces for the residence and accessible paths. Whilst these objectives are acceptable in principle, further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.
- 6.10.10 An Ecological Assessment Report has been submitted which comprises a desk study search for baseline information on designated sites, habitats and protected species, and a Preliminary Bat Roost Assessment (PBRA) within the site has been prepared to current good practice guidance covering relevant legislation and policy. The Council's Nature Conservation Team has been consulted on the application and is satisfied that the

development seeks to enhance ecological features. Whilst these objectives are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.

Urban Greening Factor

6.10.11 London Plan 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.

6.10.12 The urban greening factor (UGF) identifies the appropriate amount of urban ‘greening’ required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. The development achieves an urban greening factor of 0.42 which exceeds the minimum target set out in the London Plan. This is an improvement from the existing urban greening factor of 0.36.

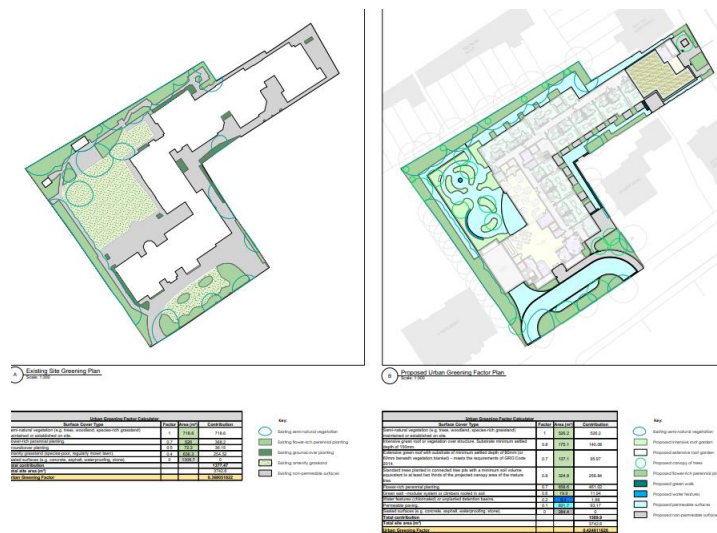


Fig 2 – Urban greening factor comparison plan

6.10.13 The previous application was found acceptable in this regard. Further objections have been received but no new material issues are raised and the sustainability and biodiversity are therefore considered acceptable.

6.11 Water Management

Flood Risk and Drainage

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

- 6.11.2 The site is within Flood Zone 1, which is land defined at low risk of flooding. The rainfall calculations within the drainage strategy have been reviewed by the Council's Drainage Officer who is satisfied. The proposal therefore satisfies relevant planning policy and is acceptable in this regard.
- 6.11.3 Thames Water raises no objection with regards to foul water sewerage network infrastructure, surface water network infrastructure capacity, water network and water treatment infrastructure capacity. Thames Water recommend a condition regarding piling and informative regarding Thames Waters underground assets and water pressure.
- 6.11.4 As such, it is considered that the proposal is acceptable in terms of its water management arrangements subject to the relevant informative being imposed.
- 6.11.5 The previous application was found acceptable in this regard. Other than the request for additional conditions, there has been no material change in this regard and the water management is therefore considered acceptable.

6.12 Air Quality and Land Contamination

Air Quality

- 6.12.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.
- 6.12.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers.

Land Contamination

- 6.12.3 DPD Policy DM23 (Part G) requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.12.4 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, give those uses, and other relevant information.
- 6.12.5 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.12.6 The previous application was found acceptable in this regard, there has been no material change in this regard and the Air Quality and Land Contamination impacts are therefore considered acceptable.

6.13 Employment

6.13.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.

6.13.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process and once the proposal is occupied. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council) during and following construction. These requirements would be secured by legal agreement should permission be granted.

6.13.3 As such, the development is acceptable in terms of employment provision.

6.13.4 The previous application was found acceptable in this regard, and there has been no material change in this respect and the employment provision is therefore considered acceptable.

6.14 Fire Safety

6.14.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The applicant has submitted a fire safety strategy report which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.15.2 The previous application was found acceptable in this regard, and there has been no material change so the fire safety assessment for the purpose of planning is therefore considered acceptable.

6.15 Conclusion

- The proposal is the same as previous approved under HGY/2021/3481
- The scheme optimises the potential of the site for a new modern care home
- The care home facility would provide 70 bedrooms along with traditional long-term accommodation for senior care (including dementia palliative care), a well-being and physiotherapy centre and an area for residents to recuperate from surgery that will include specialist staff and tailored care;
- The impact of the development on residential amenity is acceptable;

- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;
- The proposed development would be a high quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed development will lead to a very low, less than substantial harm to the significance of the Conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and partly by other benefits such as the improved care home services and the optimum use of the site and its garden.
- The proposed scheme will be more sustainable and energy efficient than the existing buildings;
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 8 newly planted trees - ensuring there is no net loss off trees. The 8 new trees will form part of a high quality and substantially sized landscaping scheme as part of the proposed development;
- The scheme would provide a number of section 106 obligations
- Section 38 (6) of the Planning and Compulsory Purchase Act 2004 sets out that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise. No direct policy conflict has been found and the Development Plan is complied with as a whole.

6.15.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information provided the proposal is subject to a NIL rate for CIL.

8.0 RECOMMENDATIONS/ PLANNING CONDITIONS & INFORMATIVES

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

94, 93, 92, 91, 167, 166, 165, 164 Rev A , 163 Rev A, 159 Rev A, 158 Rev A, 157 Rev A, 153 Rev A, 152 Rev A, 151 Rev A, 141, 137 Rev B, 136, 135, 133, 132, 131, 122, 121, 116, 115 Rev

A, 114 Rev C, 113 Rev C, 112 Rev B, 111 Rev C, 111 Rev A, 106 Rev A, 105 Rev A, 104 Rev A, 103, 102, 101, 02, 01, 11

Documents

Cover letter prepared by ND Planning LTD, Design and Access Statement (prepared by DWA Architects Ltd), Planning Construction Method Statement in support of a Basement Impact Assessment (prepared by Elite Designers – Structural Engineering Consultants), Heritage Assessment (prepared by KM Heritage); Surface Water and Foul Drainage Strategy and completed Council drainage proformas (prepared by Ardent Consulting Engineers); . Ecological Impact Assessment (prepared by Tyler Grange); . Illustrative Landscape Masterplan, Landscape General Arrangement and Planting Schedules, including Urban Greening Factor Plan (prepared by Guarda Landscape); Arboricultural Impact Assessment (prepared by Tyler Grange); Sustainability and Renewable Energy Assessments, including an Energy Statement, Sustainability Statement, Dynamic Overheating Report, BREEAM Pre-Assessment, Whole Life Carbon Assessment (including GLA WLCA spreadsheet) and Circular Economy Statement (all prepared by Hodkinson Consultancy);

Transport Assessment (prepared by Markides Associates); Daylight, Sunlight and Shadowing Assessment (prepared by DelvaPatmanRelder); Statement of Community Involvement (prepared by Forty Shillings); Independent Fire Strategy (prepared by Innovation Fire Safety); Air Quality Assessment, including a statement re dust and emissions assessment (prepared by Air Quality Consultants); Crime Prevention Statement (included in DWA Architect's Design & Access Statement).

Reason: In order to avoid doubt and in the interests of good planning.

3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
- d) Details of entrances, which shall include a recess of at least 115mm;
- e) Details and locations of rain water pipes; and
- f) Details of balustrade

Shall be submitted to and approved in writing by the Local Planning Authority. Samples of brickworks, windows, roof, glazing, balustrade, should also be provided.

The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policy SP11 of Haringey's Local Plan Strategic Policies 2017, Policies DM1 and DM9 of the Development Management Development Plan Document 2017, Policies D4 and HC1 of the London Plan 2021 and Policy DH2 of the Highgate Neighbourhood Plan 2017.

4 Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its

written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017 and Policy DH2 of the Highgate Neighbourhood Local Plan 2017.

5 Prior to the commencement of the development above slab level full details of both hard and soft landscape works that shall achieve an urban greening factor of 0.4 shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
 - b) Means of enclosure;
 - c) Hard surfacing materials;
 - d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
 - e) Proposed and existing functional services above and below ground (e.g. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).
- Soft landscape works shall include:
- f) Planting plans;
 - g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
 - h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
 - i) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- j) Any new trees and shrubs to be planted together with a schedule of species.

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policies D4 and G5 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

6 Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

- 7 No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DH2 of the Highgate Neighbourhood Local Plan 2017.

- 8 Prior to the commencement of above ground works to each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Reason: To ensure a safe and secure development and reduce crime in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

- 9 Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.

Reason: To ensure a safe and secure development and reduce crime in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

- 10 Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
- b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- D. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy DM23 of the Development Management Development Plan Document 2017.

11 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework and in accordance with Policy DM27 of the Development Management Development Plan Document 2017.

12 (A) No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both Nox and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

(B) An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan 2021 and the GLA NRMM LEZ

13 A Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority.

B Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts (a) and (b) above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the Plot;
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality."

14 Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 40 mg/kWh (0%).

Reason: As required by Policies S11 and S13 of The London Plan 2021.

15 Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority.

The details shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)
- f) details of CHP engine efficiency

The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in accordance with Policy SI3 of the London Plan 2021 and Policy SP4 of Haringey's Local Plan Strategic Policies 2017.

16 Prior to the commencement of above ground works a Construction Ecological Management Plan incorporating the mitigation and enhancements options from the Bat survey report shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017 and Policy DM19 of the Development Management Development Plan Document 2017.

17 Prior to the commencement of above ground works a Landscape Ecological Management and Maintenance Plan to ensure the safeguarding of the proposed net gain shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017, Policy DM19 of the Development Management Development Plan Document 2017 and Policy OS4 of the Highgate Neighbourhood Plan 2017.

18 The development hereby approved shall be constructed in accordance with Plan 2 -Tree Protection Plan prepared by Tyler Grange (Drawing No. 13786_P05 Rev A)

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017 and Policy OS2 of the Highgate Neighbourhood Plan 2017.

19 No development should take place until an arboricultural method statement for any works within the root protection areas is submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017 and Policy OS2 of the Highgate Neighbourhood Plan 2017.

20 Prior to the commencement of above ground works a Landscape Plan and aftercare programme shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policies D4 and G1 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

21 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Hodkinson (dated November 2021) delivering a minimum 62% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) for 100% space heating and minimum 70% hot water demand, and a minimum 14 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 29% reduction in carbon emissions, including details to reduce thermal bridging;
- Confirmation of the modelled heat losses from the heating pipework in corridors and bedrooms;
- Location, specification and efficiency of the proposed ASHPs (Seasonal Coefficient of Performance, Seasonal Performance Factor, Seasonal Energy Efficiency Rating), with plans showing the ASHP pipework and mitigation measures (noise, exhaust, visual);
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the units;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has/have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with Policy S12 of the London Plan 2021, Policy SP4 of Haringey's Local Plan Strategic Policies 2017 and Policies DM21 and DM22 of the Development Management Plan Document 2017.

22 All gas boilers that are to be installed throughout the development shall achieve a minimum seasonal space heating energy efficiency rating of 92% as defined under the Energy-related Performance Directive (ErP), without relying on additional technologies to control the operation of the boiler. The applicant shall demonstrate compliance by supplying installation specification within three months post-completion of the development. Once installed these boilers shall be operated and maintained as such thereafter.

The use of the gas boilers shall be restricted to 30% of hot water demand only during the operation of the development, if and when the capacity cannot solely be met by the air source heat pump system.

Reason: In the interest of reducing the impacts of climate change, in accordance with Policy S12 of the London Plan 2021, Policy SP4 of Haringey's Local Plan Strategic Policies 2017 and Policy DM21 of the Development Management Plan Document 2017.

23 (a) Prior to above ground works, an updated Overheating Report modelling future weather files shall be submitted to and approved by the Local Planning Authority. The submission shall assess the future overheating risk and propose a retrofit plan. This assessment shall be based on the Dynamic Overheating Report prepared by Hodkinson (dated November 2021).

This report shall include:

- Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for: DSY1 2050s, high emissions, 50% percentile;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy.

(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Natural ventilation
- MVHR with summer bypass
- Glazing g-value of 0.30
- External shading including pergola structures on internal courtyard
- No active cooling (except for specialist dayrooms, foyer and restaurant).

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy S14 of the London

Plan 2021, Policy SP4 of Haringey's Local Plan Strategic Policies 2017 and Policy DM21 of the Development Management Development Plan Document.

24 (a) Prior to the commencement of development, details of the living roof(s) must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roof(s) will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof(s) have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policy G5 of the London Plan 2021, Policies SP4, SP5, SP11 and SP13 of Haringey's Local Plan Strategic Policies 2017 and Policies DM21, DM24 and DM25 of the Development Management Development Plan Document 2017.

25 (a) Prior to commencement of development, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM ""Very Good"" outcome (or equivalent), aiming for ""Excellent"". The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Within three months prior to occupation of development, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for the local planning authority's written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3

months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with Policies SI2, SI3 and SI4 of the London Plan 2021, Policy SP4 of Haringey's Local Plan Strategic Policies 2017 and Policy DM21 of Development Management Development Plan Document 2017.

26 No development shall take place, including any works of demolition, until details regarding the movement monitoring that will be undertaken at the adjacent properties is submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In the interests of residential amenity and safety, and Policy D10 of the London Plan 2021, Policy DM18 of the Development Management Development Plan Document 2017 and Policy DH7 of the Highgate Neighbourhood Local Plan 2017.

27 No development shall take place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and Policy DM18 of the Development Management Development Plan Document 2017 and Policy DH7 of the Highgate Neighbourhood Local Plan 2017.

28 Cycle parking must be provided in line with the London Plan 2021 and the design and implementation must be in line with the London Cycle Design Standards as produced by TfL and retained thereafter.

Reason - To ensure high quality long and short stay cycle parking for employees and visitors and contribute towards the uptake of active travel modes in accordance with Policy T5 of the London Plan 2021, Policy SP7 of Haringey's Local Plan Strategic Policies 2017, Policy DM32 of the Development Management Development Plan Document 2017 and Policy TR1 of the Highgate Neighbourhood Plan 2017.

29 A Construction Logistics Plan will be required to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include:

- a survey of the existing conditions of adjacent public highways;
- an assessment of the cumulative impacts of demolition and construction traffic;
- details of the likely volume of demolition and construction trips and any mitigation measures;
- site access and exit arrangements including wheel washing facilities and swept paths where required;
- vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
- proposed temporary access and parking suspensions and any temporary access and parking solutions required;
- Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
- methods for of protection of adjacent highway infrastructure; and,

- an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site.

Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development in accordance with Policies T7 and D14 of the London Plan 2021, Policy DM23 of the Development Management Development Plan Document 2017 and Policy TR2 of the Highgate Neighbourhood Plan 2017.

30 The Gym shall only be used by residents of the proposed care home facility and patrons of the treatment centre.

Reason- To reduce the number of trips generated by the development and the resulting car parking demand on local roads in accordance with Policies T1 and T6 of the London Plan 2021, Policy SP7 of Haringey's Local Plan Strategic Policies 2017, Policies DM31 and DM32 of the Development Management Development Plan Document 2017 and Policies TR3 and TR4 of the Highgate Neighbourhood Plan 2017.

31 The outpatients facility should only be opened to patients between the hour of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day.

Reason - To reduce the number of trips generated by the development and the resulting car parking demand on local roads in accordance with Policies T1 and T6 of the London Plan 2021, Policy SP7 of Haringey's Local Plan Strategic Policies 2017, Policies DM31 and DM32 of the Development Management Development Plan Document 2017 and Policies TR3 and TR4 of the Highgate Neighbourhood Plan 2017.

32 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017 and Policy DH5 of the Highgate Neighbourhood Plan 2017.

33 Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties in accordance with Policy DM23 of the Development Management Development Plan Document 2017 and Policy DH9 of the Highgate Neighbourhood Plan 2017.

34 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the care home shall be occupied by Use Class C2 only with a smaller component

accounting for a well-being and physiotherapy centre and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with Policy DM1 of the Haringey Development Management Development Plan Document 2017.

35 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017 and Policy DH5 of the Highgate Neighbourhood Plan 2017.

36 The proposed development should include appropriate fire safety solutions and represent best practice in fire safety planning in both design and management and should include a more detailed fire strategy/fire engineered design in order to satisfy Part B of the Building Regulations - Fire Safety. This will be subject to a more detailed check by Building Control and the Fire Authority.

Reason: In the interest of fire safety to comply with Policy D12 of the London Plan 2021.

37 Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant or equipment does not cause nuisance within any residential unit or noise sensitive premises.

Reason: To protect residential amenity in accordance with Policies DM1 and DM23 of the Development Management Development Plan Document 2017 and Policy DH9 of the Highgate Neighbourhood Plan 2017.

38. Prior to the commencement of development, options for honouring the history and legacy of Lady Mary Feilding as part of the proposed development shall be submitted to and approved by the Local Planning Authority, and these works shall thereafter be carried out as approved.

Reason: To preserve the local history of the site in the interest of local heritage in compliance with Policy HC1 of the London Plan 2021, Policy SP12 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM9 of the Development Management Development Plan Document 2017.

39. No development shall place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority to demonstrate how the contractor will mitigate the following

- i) Groundwater above the proposed basement floor level
- ii) Obstruction to the natural flow of ground water;
- iii) No affects beyond category 1 impacts of the Burland Scale to ensure that the basement construction does not cause damage to adjacent properties

Reason: In the interest of residential amenity and safety in compliance Policy DM18 of the Development Management Development Plan Document 2017 and Policy DH7 of the Highgate Neighbourhood Local Plan 2017

40. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

41. No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:

- a) A full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.

The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained

- b) .

Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

Informatives:

INFORMATIVE:

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE:

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00m - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday

- and not at all on Sundays and Bank Holidays.

INFORMATIVE:

Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE:

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE:

The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE:

Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE:

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE:

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

INFORMATIVE:

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE:

There is Institution of Structural Engineers Guidance for the design and detailing of ramps and underground car parks and the applicant will need to adhere to this guidance.

INFORMATIVE:

The applicant is advised that in relation to Condition 3 that as much as possible the proposed yellow buff brick proposed should match the existing, Georgian houses in the area.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>This application is for an identical proposal and design as the approved scheme HGY/2021/3481, and therefore these Design Officer’s comments are to say that the same comments apply. That scheme was also reviewed twice by the borough’s Quality Review Panel. In summary, the proposals are an excellent design of the highest quality, eminently suitable for the sensitive location and proposed use.</p>	Comments noted
Conservation	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supportive conservation comments related to the approved scheme also apply to this latest application.</p>	Comments noted
Transport	<p>This application seeks to demolish the existing Mary Feilding Guild Care Home which closed during 2021, and construct a new 70 bedroom care home with wellbeing and physiotherapy centre. Basement parking with 17 spaces is also proposed, created by extending the existing basement at the site.</p> <p>The existing home accommodated 43 rooms and was closed as considered unviable by the current owners.</p> <p>The new home will operate over 4 floors plus the basement, with reception on the ground floor, elderly care bedrooms on the first floor, dementia care on the second floor and the wellbeing centre on the third floor. Of the 70 rooms proposed, 43 will be for long stay patients and 27 short stay for post operative recuperation.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	<p>The well being centre will include a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon. There will be a mix of inpatient and outpatient/public use for these facilities.</p> <p><u>Location and access</u> The site is located to the western side of North Hill, at the junction of North Hill with View Road (to the northern side of the junction). The site has frontages to both North Hill and View Road.</p> <p>The site has a PTAL value of 3, considered 'moderate' access to public transport services. 5 different bus services are accessible within 2 to 8 minutes walk of the site, and Highgate Underground Station is a 9 minute walk away.</p> <p>It is also located within the Highgate Outer CPZ, which has operating hours of 10.00 to 12.00 Monday to Friday.</p> <p>At present there are two vehicle crossovers/accesses off view Road and one off North Hill. There are 3 parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.</p> <p>It is intended to retain the two crossovers off View Road to facilitate access to a drop off facility and also the basement parking. These appear to be retained as existing, there is no reference in the application to any physical changes to these highway accesses.</p> <p>The existing access on North Hill is no longer required, so the applicant will need to enter into the appropriate Highways Act Agreement to meet the physical and administrative costs of reinstating the crossover to full height kerb and footway. This can be covered by the S106 for the development.</p> <p>Pedestrian access will be primarily from the View Road side of the care home however it will also be possible from North Hill side of the site.</p> <p><u>Transportation Assessment</u></p>	

Stakeholder	Question/Comment	Response
	<p>A Transportation Assessment accompanied the application, a number of queries arising from this have been examined and discussed with the applicant, and a subsequent Transport Statement Addendum has been drafted and submitted by the applicant during March 2022 to update the proposals to reflect these discussions. Overall there will be an uplift in transportation demands and activity at the site given the expansion in room numbers and other services that will be available as proposed.</p> <p><u>Trip generation.</u> The existing facility was a 43 bed care home, and with this larger proposal, and associated other facilities (wellbeing and physiotherapy centre), an uplift in trips to and from the site will occur.</p> <p>It is detailed that there will be 82 members of staff overall, with a maximum 38 employees at the care home during the 0900 – 1400 period, and up to 67 daily attendees for outpatient physiotherapy sessions at the wellbeing facility (operating 0700 – 1900). The Gym will be able to accommodate up to 13 users at any time.</p> <p>The application TA originally detailed the following with respect to predicted trips;</p> <ul style="list-style-type: none"> • <i>218 two way trips daily, by all modes, 15 in the AM peak and 13 in the PM Peak hours.</i> • <i>26 two way trips are predicted for the busiest hourly period during the day (1400 – 1500)</i> • <i>Staff car mode share predicted to be 15% based on census journey to work records (9%) and TRICS survey information (10%), however this has been increased for robustness</i> • <i>A 10% turnover of patients is expected by day (7 arrivals/departures) with patient transport by ambulance</i> • <i>Visiting hours are to be 0900 – 1400 and 1800 – 1900, with 30% of patients having visitors per day. The TA assumes all patient visitors will drive to the care home.</i> • <i>The well being centre mode share is predicted to be 25% by car, based on a mix of gym users (expected to not use cars on the whole) and a proportion of rehab visitors using cars due to their medical difficulties.</i> 	

Stakeholder	Question/Comment	Response
	<p>Following review of the trip generation predictions, Transportation have queried a number of aspects of it, which have been discussed with the applicant, and revised trip generation assumptions have now been provided within the transport addendum. These are as follows;</p> <ul style="list-style-type: none"> • Transportation consider that the 15% mode share proposed for staff is an underestimate, particularly with respect to staff that work shifts and travel in from outside of the Borough. The applicant has subsequently revisited this within the addendum taking into account journey to work census data from adjoining Boroughs and revised the mode share upwards to 41% for car journeys to work. • Evidence relating to visitor trips was requested to underpin the trip generation assumptions. • The gym was originally expected to be open for wider public use, however the applicant has now revised their proposals to no longer include 'walk in' use by the general public. <p><u>Car parking arrangements</u> At present, the site has 5 off street parking spaces accessed off North Hill.</p> <p>Basement car parking (17 spaces) is proposed at the site. 2 blue badge spaces are included along with two larger bays able to be converted to blue badge if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. This bay can also be used for informal drop off and pick ups. 2 electric vehicle charging spaces are shown, there are no specific requirements in the London Plan or charging point provision for care homes.</p> <p>The ramp appears to start within the site several metres from the View Road crossover, and it is not expected that the proposed arrangement will create any highway or safety</p>	

Stakeholder	Question/Comment	Response
	<p>issues. The ramp appears to be able to accommodate two way vehicle movements and it is expected cyclists will access the basement long stay cycle parking via the ramp or alternatively use one of the lifts. There is Institution of Structural Engineers Guidance for the design and detailing of ramps and underground car parks and the applicant will need to adhere to this.</p> <p><u>Car trips predicted to and from the site</u> Based on the revised 41% mode share for employees, the peak arrival numbers by staff driving is 13 vehicles during the period 0730 to 0800, and 12 vehicles during the period 1330 to 1430. The applicant considers these demands can be met by the parking available within the site.</p> <p>With respect to car trips made by visitors, the TA proposed similar to other surveyed sites, a rate of 30% visitors per day which would result in 22 car arrivals during visiting hours. The accumulation shows the peak numbers of cars attending in any hour to be 7 during the period between 12.00 and 14.00</p> <p>In addition to the above, there will also be car trips made by physiotherapy outpatients, during the period 0800 – 1830, and with 10 practitioners able to see 10 patients per hours/appointment, there will be additional car trips requiring parking during these periods.</p> <p>Taking the above components of car trips to and from the site into account, a revised vehicular trip generation has been derived within the transport addendum and this now predicts a peak car parking demand from the site for 39 vehicles during the 1300 – 1400 period, creating on street parking demands for 22 parking spaces.</p> <p><u>Local parking conditions and parking stress survey</u> The TA includes a parking stress survey, carried out for different daytime periods to match the AM/PM Peaks and expected shift changeovers. Recorded local parking levels are quite variable with some streets during the daytime appearing to be relatively low, with stresses off 28% to 38% recorded on View Road, 38 spaces available out of 61 on the road at the busiest time. It is also noted that very high stresses are recorded on North Hill Avenue, Church Road and Toyne Way, with stresses recorded upwards of 80% and up to 97% on these roads (based on a 5m car length).</p>	

Stakeholder	Question/Comment	Response
	<p><u>Car Parking impacts and mitigation required</u> With the revised trip generation applied and predicted numbers of cars that will attend either as employees, visitors or therapy/physio outpatients, there will be additional parking demands generated on street.</p> <p>There are very high parking stresses recorded on some streets within the stress survey and the predicted impacts arising from this proposal will need to be mitigated and managed. Therefore, it will be appropriate for the following conditions and S106 contribution to be required should this be granted consent;</p> <ol style="list-style-type: none"> 1. The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre. 2. The outpatients facility should only be opened to patients between the hours of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day. 3. The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area. <p><u>Background to the Parking Management Measures contribution</u> The contribution of £20,000 is required for parking management measures to address potential overflows of parking causing road safety concerns in the surrounding area where parking is forecasted due to the cumulative impact of this development and existing parking demand to be at capacity or near capacity, and residents and visitors to the development may seek to park on yellow and double yellow lines, which will impact on highways safety and flow of traffic on the highways network.</p> <p>The £20,000 figure comes from experience of similar situations where a new development generates additional trips and parking demands, that cause highway safety issues, a nuisance for residents and businesses, and ongoing difficulties for the Council's Parking enforcement team.</p>	

Stakeholder	Question/Comment	Response
	<p>As commented on page 5 of this response, the TA has predicted additional external demand of 22 vehicles from the multiple activities at the development seeking to park in the busiest hour, and there are a number of streets adjacent to this site that already experience high parking stresses. Therefore, the following measures are considered appropriate, as follows;</p> <ul style="list-style-type: none"> • North Hill Avenue, the potential of overspill resulting in parking on double yellow lines change to double yellow lines with blips, (possible red route) • North Hill Junction with North Hill Avenue, single and double lines, change to double yellow lines with blips (possible red route). • North Hill possible blocking and change single yellow lines to double yellow lines. • Storey Road implement blips on double yellow lines no waiting at any time. • Church Road parking review post implementation a possible change of single yellow lines to double yellow with blips at junctions with Grange Road • Review of parking restriction junction of junction Broad Lands Road / Broadlands Close with Grange Road, potential for additional double yellow lines. <p>The above measures are appropriate to manage the expected impacts and very importantly, these should be able to be implemented before any worsening of current Highways and parking conditions occurs, to address the Highway safety issues that will likely arise. The figure for this mitigation is based on an estimate of the costs involved.</p> <p>Whilst there are currently high car parking pressures on some roads the overall parking pressures within the surveyed area has been assessed on the worst-case scenario and with the measures secured as part of the S.106 agreement the scheme is acceptable. The cost associated with the above measures are also considered necessary, directly</p>	

Stakeholder	Question/Comment	Response
	<p>related to the development and are fairly and reasonably related for scheme of this scale.</p> <p><u>Cycle parking</u> London Plan standards for care homes require 1 long stay space per 5 FTE staff and 1 visitor space per 20 bedrooms. The proposed provision numerically meets that. 8 long stay spaces are proposed for location in the basement, accessed via the ramp or alternatively from one of the available lifts to the basement.</p> <p>There is also the gym to be provided with this development, which will be able to be used by external individuals who book (no 'walk ups'). The London Plan requires 1 space per 8 staff, the staff numbers for the centre include gym staff so the long stay cycle parking for them is included. Short stay for the gym requires two spaces.</p> <p>Short stay spaces are to be provided at ground floor level and these appear to be located adjacent to the bin stores. 5 are referred to in the TA, however the waste arrangements drawing indicates ten spaces, it would seem that 4 are required for the care home and two for the gym, this does need to be clarified.</p> <p>The usage of cycle parking will be monitored under the travel plan and if demand requires Additional cycle parking will be able to be provided within the site.</p> <p>Full details of the proposed cycle parking arrangements will be required for review and approval prior to commencement of the development construction works and this can be covered by a pre commencement condition. Dimensioned drawings showing centres, spacing, manoeuvring space and the like are required along with details of the system intended for use. All cycle parking will need to be designed to meet the requirements of the London Cycles Design Standards as produced by TfL.</p> <p><u>Deliveries and servicing</u> 4 delivery and servicing trips are predicted per day. A delivery bay is included within the basement for visiting service vehicles, and the ground level drop off bay can also be used. Servicing activity takes place from both North Hill and View Road at present, however with this proposal is it intended to take place from View Road Only, accommodated off of the highway.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Refuse and recycling storage and collections</u> A private contractor will be used to make refuse and recycling collections, using a smaller vehicle than those used by the Council, and collections will be made from within the site utilising the internal drop off bay accessed off View Road.</p> <p><u>Travel plan</u> A full Travel Plan is appropriate for this development proposal, to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development and is in line with the Councils Local Plan Policies SP1, SP4 and SP7. Provision of a Travel Plan is referenced within the TA, including a mechanism to monitor cycle parking and provide more if demands require. This can be covered by the S106 and a Travel Plan monitoring fee will be required.</p> <p><u>Construction phase</u> A comprehensive Construction Logistics Plan will be required for this development, and a condition requiring a detailed draft for submission and approval 3 months prior to proposed commencement of the works will be required.</p> <p>The applicant will need to detail how impacts on the public highway and adjacent neighbours will be minimised and managed, and it is strongly recommended the applicant engages with Haringey's Network Management officers to discuss and agree any temporary measures, routing to and from the site, and especially with regards to Highgate Primary school which is close by to the site.</p> <p><u>Conclusion</u> This application is for redevelopment of the Mary Feilding Guild Care Home site in Highgate, to provide a larger care home with accompanying wellbeing centre. A basement car park with 17 spaces is also included in the proposal.</p> <p>From the transportation perspective, this will increase trips compared to the previous establishment, but not to any extent that will be problematical for the capacity or functioning of local highway and public transport networks. The onsite car parking should meet almost all of the potential demands from employees, however external parking demands will be generated by the combination of visitors and those attending</p>	

Stakeholder	Question/Comment	Response
	<p>the therapy and wellbeing services. These external demands will raise parking stresses in the locality of the site and will require mitigation as referenced earlier in this response, including restrictions on aspects of the services running at the site, and a financial contribution to investigate, design and implement parking management measures to manage these impacts.</p> <p>Long stay cycle parking is provided to meet London Plan standards, there is some ambiguity about the short stay provision however and this needs to be clarified. The details can be covered by a pre commencement cycle parking condition. All delivery and servicing, and refuse/recycling collections appear to be able to be accommodated off of the highway as well which is welcomed.</p> <p>Transportation has no objection to this application subject to the following;</p> <p><u>Conditions</u></p> <ol style="list-style-type: none"> 1. Cycle parking must be provided in line with the London Plan and the design and implementation must be in line with the London Cycle Design Standards as produced by TfL. <p>Reason – to ensure high quality long and short stay cycle parking for employees and visitors and contribute towards the uptake of active travel modes</p> <ol style="list-style-type: none"> 2. A Construction Logistics Plan will be required, to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include: <ul style="list-style-type: none"> • a survey of the existing conditions of adjacent public highways; • an assessment of the cumulative impacts of demolition and construction traffic; • details of the likely volume of demolition and construction trips and any mitigation measures; • site access and exit arrangements including wheel washing facilities and swept paths where required; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips; • proposed temporary access and parking suspensions and any temporary access and parking solutions required; • Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements; • methods for of protection of adjacent highway infrastructure; and, • an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site. <p>Works shall only be carried out in accordance with the approved Construction Logistics Plan.</p> <p>Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development.</p> <p>3. The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre.</p> <p>Reason- To reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p> <p>4. The outpatients facility should only be opened to patients between the hour of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day.</p> <p>Reason - To reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p> <p><u>S106 Obligations</u></p>	

Stakeholder	Question/Comment	Response
	<ol style="list-style-type: none"> 1. The applicant will be required to submit a travel plan no less than 3 months before the development is occupied and will be required to pay a travel plan contribution of £2k per year for a period of 5 years. 2. The applicant will be required to enter into a Section 278 Agreement with the Highway Authority Reinstatement of redundant crossover in North Hill at the former access, and meet all of the Council's costs. 3. The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area. 4. The development will need to be formally designated as 'permit free' with respect to the issue of Business Permits for the CPZ, with the applicant meeting the Council's costs of £4,000 to administer. 	
Lead Pollution	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supportive lead pollution comments below related to the approved scheme also apply to this latest application.</p> <p>Having considered all the relevant supportive information on pollution especially the Air Quality Assessment Report with reference J10/13064/10/1/F2 prepared by Air Quality Consultants Ltd dated 26th November 2021 taken note of sections 4 (Assessment Approach), 5 (Baseline Conditions), 8 (Air Quality Neutral), 9 (Mitigation) and 10 (Conclusions), Energy Statement Report dated November 2021 with the proposed use of Air Source Heat Pumps and Gas Boilers as the main source of energy as well as considering the nature of the proposed development end use, landscapes and garden plan, please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <ol style="list-style-type: none"> 1. <u>Land Contamination</u> 	<p>Comments noted. Conditions/informative included</p>

Stakeholder	Question/Comment	Response
	<p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <ol style="list-style-type: none"> d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this</p>	

Stakeholder	Question/Comment	Response
	<p>contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Demolition/Construction Environmental Management Plans</p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p>	

Stakeholder	Question/Comment	Response
	<p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. 	

Stakeholder	Question/Comment	Response
	<p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>1. Combustion and Energy Plant Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>2. Combined Heat and Power (CHP) Facility Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other</p>	

Stakeholder	Question/Comment	Response
	<p>centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) f) details of CHP engine efficiency <p>The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p> <p>Informative:</p> <ol style="list-style-type: none"> 1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. <p>I hope the above clarify our position on the application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/521800.</p>	

Stakeholder	Question/Comment	Response
<p>Carbon Team</p>	<p>The design proposals of the resubmitted application have not changed, and the submitted Energy Statement (December 2022) and Dynamic Overheating Report (December 2022) are proposing the same carbon reduction, and heating and overheating risk mitigation strategies. The applicant is proposing a 62.2% reduction in carbon emissions from a Part L 2013 Building Regulations compliant building. My comments to the original application under HGY/2022/4415 are still relevant and should be used in this response. The proposed planning conditions also remain current</p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>
<p>Flood and Water Management</p>	<p>Having reviewed the applicant's submitted Surface water and Foul Drainage Statement report reference number 2100310-01A dated December 2022 as prepared by Ardent Consulting Engineers, we are very much content with the overall methodology as used and mentioned within the above report, subject to following planning condition for the micro drainage modelling to be implemented regarding the Surface water Drainage Strategy. <u>Surface Water Drainage condition</u></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <ul style="list-style-type: none"> a) A full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. b) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained. 	<p>Comments noted, Conditions included</p>

Stakeholder	Question/Comment	Response
	Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained	
Nature Conservation	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the Nature conservation comments below related to the approved scheme also apply to this latest application</p> <p>Documents</p> <p>A Preliminary Ecological Appraisal for the Proposed Development (Tyler Grange Ecological Impact Assessment Report No. 13786_R01a_AP_CW), comprising a desk study search for baseline information on designated sites, habitats and protected species, and a Preliminary Bat Roost Assessment (PBRA) within the Site has been prepared to current good practice guidance covering relevant legislation and policy.</p> <p>Conclusion</p> <p>The development seeks to enhance ecological features and the proposed mitigation and enhancement measures can be secured by appropriately worded planning conditions;</p> <ul style="list-style-type: none"> • Approximately half the total area of scattered trees within the site will be retained and protected from works. Trees outside the boundaries of the site will be protected from development works. Those habitats of up to local ecological importance that are proposed to be subject to habitat loss (namely, scattered trees) will be more than mitigated through the proposed habitat creation. These enhancements will achieve a biodiversity net gain of +5.71% and are likely to offer nesting, foraging and commuting opportunities for species such as bats, birds, reptiles, amphibians and west European hedgehogs • The bat roost present within building B1 should be protected from disturbance and development activities until it can be carefully removed under a licence (such as a BLICL). An alternative roost location determined by the licenced ecologist should be provided as close to the previous roost location as possible, ideally integrated within building design. • Any vegetation removal should be undertaken outside of the core nesting bird season (March- August, inclusive), otherwise, a pre-works check by an Ecological Clerk of Works (ECoW) should be undertaken to determine whether active birds' nests are present. If nest(s) are present, no nests, eggs or young should be destroyed and an 	Comments noted. Conditions included

Stakeholder	Question/Comment	Response
	<p>appropriate buffer must be instated until the chicks have been confirmed as fledged by an ECoW.</p> <ul style="list-style-type: none"> • The mitigation and enhancement recommendations, such as the provision of bird and bat boxes, sensitive construction methods, a sensitive lighting strategy in relation to bats and a long-term management plan to secure the ecological enhancements that are proposed as part of the development should be controlled by appropriately worded planning conditions. <ul style="list-style-type: none"> a) produced within the Construction Ecological Management Plan. Incorporating the mitigation and enhancements options from Bat survey report. b) To ensure the safeguarding of the proposed net gain. Include the creation of a Landscape Ecological Management and Maintenance Plan. 	
Trees	Providing there are no changes or variations then, the comment remain the same.	Comments noted. Conditions included
Waste Management	<p>As outlined in the transport Statement , the developer has said there will be a dedicated waste storage area provided at ground floor level which is accessible from View Road and located at an appropriate drag distance from the vehicle stopping point. The waste store will be secured and only authorised persons including the waste collector will be permitted access. Waste collection will be undertaken by a private operator, who will be able to serve the site in a small vehicle which will be a condition of the planning approval.</p> <p>It is expected that the site will generate 3 main streams of waste, according to NHS guidelines.</p> <ul style="list-style-type: none"> • Domestic (municipal) waste. 	Comments noted

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Hygiene waste. • Hazardous (special) waste often referred to as clinical or infectious waste. <p>Waste management procedures will be secured via condition of any planning approval and the creation of a detailed Waste Management Plan, will include input from both the health care operator and a specialist waste contractor. This will set out the details of the expected waste streams, quantities of waste, frequency of collection and waste handling and disposal policy and procedures, including how staff will be trained.</p> <p>Based on the information provided, I don't have any additional comments at this stage, but once the waste management plan is available I can review and provide feedback then.</p>	
Building Control	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supportive Building Control comments below related to the approved scheme also apply to this latest application.</p> <p>I have now been able to review the BiA for this scheme and can advise that it meets your policy requirements subject to the following points that could be pre commencement conditions:</p> <ol style="list-style-type: none"> 1. Further details regarding the movement monitoring that will be undertaken at the adjacent properties. This should also include conditions of them before any works commence; 2. Construction Management Plan to be provided; <p>Full structural design will be provided at the Building Control stage.</p>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
Building Control	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the Building Controls comments below related to the approved scheme also apply to this latest application.</p> <p>Further to the response to my initial comments, I agree that a more detailed fire strategy/fire engineered design will be required in order to satisfy Part B of the Building Regulations – Fire Safety. As noted in my previous response, this will be subject to a more detailed check by Building Control and the Fire Authority will be consulted.</p>	<p>Comments noted. Conditions included</p>
Public Health	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the Public Health comments below related to the approved scheme also apply to this latest application.</p> <p>Comments and applicants response dated 25/01/2022</p> <ol style="list-style-type: none"> 1. Do the room sizes take into account personal belongings space? Yes. Circa 10 years ago, the minimum bedroom size to be registered by CQC was 12m². The proposed rooms are generally 20m² + so are generously sized. 2. Which units are accommodated for long stays and outpatient? Long stay beds will be on the first floor which will provide residential care, and second floor, which will provide dementia care. Of the 70 beds proposed, circa 24 beds will provide short stay and circa 46 will provide long stay. 3. If second floor residents need to access bathroom, how easy is it for residents to travel to other floors for access? The second floor has a designated spa bathroom. It should be noted that all en-suites are sized to fit a bath or walk-in shower. It is likely that a mix will be provided. We note generally that lifts and circulation stairs are sited either end of the building and one centrally, to aid circulation. 	<p>Comments noted. Applicant has provided a response</p>

Stakeholder	Question/Comment	Response
	<p>4. Further possible improvements – garden planting space, raise bed where residents can take part in planting for foods and flowers. This provision was intended and can, therefore, be incorporated in the proposals.</p> <p>5. We would like to see where the windows are on the floor plan. These are shown at all levels.</p> <p>6. The Entrance door to the hydro pool is missing in the plans. This is shown on the floor plans.</p> <p>7. Recommend a staff room in one of the upper floors This is shown at the first floor level. See the North Hill end of the building.</p> <p>8. Residents living in care homes are at greater risk of oral health problems due to many reasons such as long-term conditions causing mobility issues and medication may affect oral health. Dental Health access for residents in care homes remains a challenge. We recommend a flexible space (i.e. possibly private room within hairdressers) which can be provided for health promotion work with clinicians i.e. oral health. More information: Oral health for adults in care homes NICE guideline 5 no. consultant rooms are provided at basement level and were intended to be used flexibly. Therefore, the consultant rooms can be used for this purpose or the treatment/medical spaces on the first floor, North Hill end. https://www.nice.org.uk/guidance/ng48/chapter/recommendations#general-dental-practices-and-community-dental-services</p> <p>Comments dated 02/02/2022</p> <p>Many thanks for your email.</p> <p>This is fine</p>	
Supported Accommodation	The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the Supported Accommodation comments below related to the approved scheme also apply to this latest application.	Comments and applicants response noted

Stakeholder	Question/Comment	Response
	<p>There is an extensive basement on this site and whilst there are some areas that may benefit from lightwells there are other areas that do not benefit from natural light. Whilst most of the areas in the basement are used for short visits such as to have a haircut or to watch a film there is also the main kitchen facility which means that kitchen staff will spend most of their day below ground with no access to natural light. This is a model used in many new build facilities and with modern lighting, regular breaks and being out and about servicing the homes will not be any issue. This is also not a building regulations requirement.</p> <p>4.</p> <p>5. Circulation (corridors)</p> <p>1. It is not clear what width the corridors are across the provision but for Good accessibility 1.8m min seems to be a guide to use. It would be useful to consider if it is possible to easily accommodate an ambulance trolley into each of the rooms to ensure that leaving the building can be done with ease should the resident become clinically unwell, this would include the size of lifts. We provide a minimum 2m wide corridors which will therefore be easily accessible for emergency services.</p> <p>b. In terms of circulation the long length of corridors across the provision with no resting points would not promote people with limited mobility to be independent increasing the likelihood of dependence on wheelchairs. In our experience, Building Control / Fire Officers are usually not keen on destination seating so this will require their approval in due course, prior to illustrating.</p> <p>c. Many of the corridors across the building come have dead ends which from a dementia friendly design As mentioned earlier, only the second floor is to provide dementia care perspective are not preferable suggestion for consideration of the ends of corridors being made into destination spaces. As per above. Windows are provided in anticipation of this. Equally personal rooms at the ends of corridors may encourage someone with cognitive impairment to enter these rooms.</p> <p>6. Communal spaces</p>	

Stakeholder	Question/Comment	Response
	<p>a. The lounge and dining spaces across the home seem to accommodate large numbers of residents which is not in line with dementia friendly design Only the second floor provides dementia care principles (smaller more intimate dining rooms are easier to manage and allow staff to monitor residents more effectively. Second floor provides 20 no. dementia beds where the units are split into 2 no. 10 bed units. It has not yet been determined whether the lounges will become combined dining spaces. If this is the operational preference, this can be accommodated.</p> <p>b. There is a lack of activity spaces throughout the home for residents to undertake a variety of social, physical and cognitively stimulating activities such as Art, Writing, Games etc the lounge spaces only have arm chair/sofa seating no tables etc for these activities to take place. The definition of 'cognitively stimulating activities' can be conducted anywhere including the resident's own bedrooms. 'Activities' start from the moment a resident wakes and is, therefore, is conducted where that person wants to be, not necessarily grouping residents in a dedicated room. For this reason, the first floor will provide elderly care and includes large lounge, dining room and quiet lounge spaces. The quiet lounge will be a multi-function space that could be used for activity. The second floor provides dementia care and also has a quiet lounge which will also be a multi-function space. Ground floor provides short stay care so is a different purpose group.</p> <p>c. Residents on the third floor have no direct access to communal spaces, a communal terrace is included in the centre of the plan which will be staffed 24 hours per day there are also no staff spaces on that floor therefore would be interested on how these beds would be monitored and staffed to ensure that the residents are safeguarded. A dedicated nurse station is included centrally. The home will provide state of the art monitoring linked to nurse call systems. It is not the role of staff to put everyone into day rooms. It maybe that some residents enjoy being in their own room and staff would spend time with them in there accordingly.</p> <p>7. Garden Space</p>	

Stakeholder	Question/Comment	Response
	<p>8. The garden space appears to have been carefully thought out However, there is very limited direct access to the garden spaces for the residents. For a resident population that is likely to be frail/potentially with limited mobility this Garden space is key to ensuring that residents have access to the outdoors. I do not feel that the current design allows for easy access to the essential outdoor space. Any home with more than one floor can have the same issues but with obtaining a good assessment for each resident staff will be able to meet their needs and help them get to the most relevant area to meet their needs. There will be some residents who are fully able to access the gardens from floors 2 and 3 independently and will be encouraged to do so. At ground floor, main garden access is provided by the foyer, restaurant and corridor. All GF beds will have access to outdoor space. The first floor includes a number of balconies and guests will be encouraged down stair 1 and stair 2 to the nearest garden access point. Similar comment re garden access at second floor - we also note that this floor benefits from a dedicated terrace for use by dementia residents only.</p> <p>9. General Dementia Friendly Design Principles As this is a provision that is being specifically designed for older people it is advisable that the building is designed in line with Dementia Design Principles, although this provision isn't being specifically designed for dementia care there is a high probability that there will be residents living/staying within the home that will either have dementia or a cognitive impairment. I have picked up a few comments earlier around key requirements that immediately spring to mind but I would recommend that the provider consider undertaking the dementia design audit which is published by Stirling University https://dementia.stir.ac.uk/design/training-dementia-design-and-riba-cpd as they are leaders in dementia friendly design. We are very aware of Stirling dementia principles and have incorporated what we can at this stage into the design. Example unit sizes, destination points, bedroom doors not directly opposite, window proportions etc. The majority of design principles are linked to fit out and interior design yet to be appointed.</p>	

Stakeholder	Question/Comment	Response
EXTERNAL		
London Fire Brigade	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supportive London Fire Brigade comments below related to the approved scheme also apply to this latest application.</p> <p>The Commissioner is satisfied with the proposal</p> <p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposal relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to business and housing providers and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems to save money, save property and protect the lives of occupiers. Please note that it is our policy to regularly advise out elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of these recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	<p>Comments noted. Informative included</p>
Environment Agency	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supportive Environment Agency comments below related to the approved scheme also apply to this latest application.</p> <p>We do not have any detail comments to make on this planning application apart from the FRSA comments below.</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
	<p>The proposed development falls within Flood Zone 2, which is land defined in the planning practice guidance as being at risk of flooding.</p> <p>We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. This proposal falls within this category.</p> <p>These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications#when-to-follow-standing-advice</p> <p>We recommend that you view our standing advice in full before making a decision on this application. We do not need to be consulted.</p>	
<p>The Greater London Archaeological Advisory Service (GLAAS)</p>	<p>Thank you for your consultation received on 2022-12-14.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.</p> <p>NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.</p> <p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
	<p>Although the site lies within the Bishop of London's mediaeval hunting park, the new scheme occupies the existing buildings' footprint and I do not advise a risk of significant harm to buried remains in this case.</p> <p>No further assessment or conditions are therefore necessary.</p> <p>This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.</p>	
Historic England	<p>Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.</p> <p>We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at https://historicengland.org.uk/advice/find/</p> <p>It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.</p> <p>Please note that this response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.</p>	Comments noted.
Designing Out Crime Officer	<p>The submitted application is for an identical design proposal as per approved scheme approved under consent HGY/2021/3481 and the supported Designing Out Crime comments below related to the approved scheme also apply to this latest application.</p> <p>Section 1 - Introduction: Thank you for allowing us to comment on the above planning proposal.</p>	Comments noted. Conditions/Informative included

Stakeholder	Question/Comment	Response
	<p>With reference to the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects and or Developers maintain an ongoing dialogue to discuss this project prior to completion, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>(1) Prior to the commencement of above ground works to each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details</p>	

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our</p>	<p>Comments noted. Condition and Informative included</p>

Stakeholder	Question/Comment	Response
	<p>website. https://www.thameswater.co.uk/developers/larger-scaledevelopments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working</p>	

Stakeholder	Question/Comment	Response
	<p>above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed dev</p>	
<p>NEIGHBOURING PROPERTIES</p>	<p>Land Use and housing</p> <ul style="list-style-type: none"> - Concerns with the financial viability of the development - Concerns some of the proposed facilities will be for public use - Based on Conditions 34 (Restriction to Use Class) and 31 (Outpatients facility) Class E should apply if the consultant rooms will presumably be let on Business leases. Therefore the officers report is unsound; <p>Impact on Heritage assets</p> <ul style="list-style-type: none"> - The height is not in keeping with the Conservation Area - The scale is a concern given its close proximity to the listed building - The development would fail to preserve or enhance the character and appearance of the Conservation Area - The development will harm the settings of the listed buildings - Substantial harm to the Conservation Area - The proposed building will harm the setting and significance of the Grade II terrace <p>Size, Scale and Design</p>	<p>Land use and housing</p> <p>The proposed development would replace the existing care home (Use Class C2) with a new long term traditional care home with a smaller component operating as a well-being and physiotherapy centre;</p> <p>The other uses proposed are ancillary to the predominate use of the building as a care facility.</p> <p>The provision of traditional, long term senior care and well-being and physiotherapy centre is considered to meet an established local need and would provide adequate replacement accommodation</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The design is not in keeping with surrounding properties - Overbearing in relation to neighbouring buildings - Excessive height, bulk, massing and scale - The development is significantly larger in scale than the existing buildings on site - Overdevelopment of site - The Quality Review Panel comments have not been adequately addressed - The Council's pre-application advice has not been adequately addressed - The scheme should be redesigned - Excessive footprint - The single brick treatment of the North Hill frontage is bland <p>Parking, Transport and Highways</p> <ul style="list-style-type: none"> - Increased traffic generated - Pressure on parking - Road safety concerns - The North Hill entrance will not be suitable for daily out patients - The main entrance for outpatients should be on View Road - It is unlikely outpatients will use sustainable forms of transport to the site - Concerns the access road would not be sufficient for this development - This narrow section of North Hill is the main route for children of Highgate Primary School - Parking survey carried out incorrectly - Increased vehicle trips per day - Clarification required on the parking mitigation measures <p>Residential Amenity</p> <ul style="list-style-type: none"> - Loss of privacy/overlooking - Overbearing - Loss of daylight and sunlight - Impact on outlook - Noise and disturbance 	<p>Impact on Heritage assets</p> <p>The officers assessment on Heritage issues have been comprehensively explained in the main body of the report and addresses the objections raised by residents. Officers consider the heights and massing of the proposed care home building fronting North Hill would fully respect the setting of the listed terrace in its urban context.</p> <p>Officers consider the proposed scheme acceptable from a conservation perspective as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and partly by other benefits such as the improved care home services and the optimum use of the site and its garden</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The daylight/sunlight assessment has not been carried out properly <p>Environment and Public Health</p> <ul style="list-style-type: none"> - Significant increase in pollution - Noise pollution - Impact upon local flora/fauna - Impact on trees - Loss of garden space <p>Basement development</p> <ul style="list-style-type: none"> - Impact of basement development on the listed terrace - Concerns with the excavation <p>Sustainability</p> <ul style="list-style-type: none"> - A zero carbon building should be achieved <p>Other</p> <ul style="list-style-type: none"> - The applicant has not addressed the previous concerns raised by neighbours - This application has been submitted to avoid a legal challenge 	<p>Size, Scale and Design</p> <p>The conservation and design officers have assessed and considered these aspects of the proposed development comprehensively and which are covered in the main body of the report</p> <p>Officers consider the proposal to be of a compatible and appropriate scale to the context, elegantly proportioned, finished attractively, appropriate materials and detailing and set in lush, high quality landscaping</p> <p>Parking, Transport and Highways</p> <p>The Transportation Officer has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions being imposed in respect of gym restrictions and the</p>

Stakeholder	Question/Comment	Response
		<p>outpatients facility to reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p> <p>The Council's Transportation team are satisfied with access and parking. The uncertainty in terms of parking stresses has been sufficiently addressed in paragraph 6.7.8-6.7.13</p> <p>The transportation team has considered highway and pedestrian safety during demolition, excavation and construction phase</p> <p>The Council's Transportation team are satisfied with cycle parking and further details can be clarified by way of a condition</p> <p>Residential Amenity</p> <p>Nearby residential properties would not be significantly materially affected by the</p>

Stakeholder	Question/Comment	Response
		<p>proposal in terms of loss of privacy/overlooking</p> <p>There are no daylight/sunlight and overshadowing concerns to neighbouring properties. The neighbouring gardens that are affected i.e. the rear gardens of Yeatman Road are already overshadowed by an existing tree along the rear boundary. The neighbouring property at 109 North Hill which is in closest proximity to the site is already overshadowed due to its close proximity to the existing care facility building and trees in the garden.</p> <p>The daylight/sunlight assessment was prepared in accordance with council policy following the methods explained in the Building Research Establishment's (BRE) publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2nd Edition, Littlefair, 2011).</p>

		<p>Environment and Public Health</p> <p>The Environmental Health Officer previously assessed the identical proposal raised no objections to the proposed development in respect to air quality and land contamination - subject to the imposition of conditions and informative's that highlights other legislation that addresses other issues of pollution etc.</p> <p>Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition.</p> <p>Basement development</p> <p>Officers consider that the submitted Basement Impact Assessment meets the local plan policy requirement. The councils Building Control Officer has advised that it will</p>
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Stakeholder	Question/Comment	Response
		<p>be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.</p> <p>The basement development is considered acceptable subject to a detailed construction management plan condition to ensure there would be no increased flood risk resulting from the development and no impact and a detailed movement monitoring condition that will need to be undertaken of the adjacent properties prior to the commencement of works on site</p> <p>Sustainability</p> <p>The Council's Carbon Management Team supports the scheme based on its carbon reductions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy. This figure would be secured by legal agreement.</p>

Stakeholder	Question/Comment	Response
		<p>Others</p> <p>This proposal is exactly the same as the planning application approved by members of the Planning Sub Committee in June 2022 (reference HGY/2021/3481). More information regarding the reason for this current planning application is set out in paragraphs 1.2 to 1.3 and 3.2 above</p>

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2021/3481

Ward: Highgate

Address: 103-107 North Hill N6 4DP

Proposal: Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.

Applicant: Mr Mitesh Dhanak Highgate Care Ltd

Ownership: Private

Case Officer Contact: Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme optimises the potential of the site for a new modern care home
- The care home facility would provide 70 bedrooms along with traditional long-term accommodation for senior care (including dementia palliative care), a well-being and physiotherapy centre and an area for residents to recuperate from surgery that will include specialist staff and tailored care;
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;
- The proposed development would preserve and enhance the character and appearance of the Conservation Area and not cause harm to it, it would be a high quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed scheme will be more sustainable and energy efficient than the existing buildings;
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 8 newly planted trees - ensuring there is no net loss off trees.

The 8 new trees will form part of a high quality and substantially sized landscaping scheme as part of the proposed development;

- The scheme would provide a number of section 106 obligations

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 06/08/22 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land Contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Combustion and Energy Plant

15. Combined Heat and Power (CHP) Facility
16. Construction ecological Management Plan
17. Landscape Ecological Management and Maintenance Plan
18. Tree Protection Plan
19. Arboricultural method Statements
20. Landscape Plan and aftercare programme
21. Energy strategy
22. Gas boilers
23. Overheating
24. Living roof
25. BREEAM Certification
26. Movement monitoring (Basement development)
27. Construction Management Plan (Basement development)
28. Cycle Parking
29. Construction Logistics Plan
30. Gym restriction
31. Outpatients facility
32. Satellite antenna
33. Kitchen Extract
34. Restriction to use class
35. Restriction to telecommunications apparatus
36. Fire safety
37. Plant noise

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos
- 8) Secure by design
- 9) Thames Water underground assets
- 10) Water pressure
- 11) Ramps

Section 106 Heads of Terms:

1. Section 278 Highway Agreement

- Reinstatement of redundant crossover in North Hill at the former access, and meet all of the Council's costs

2. Sustainable Transport Initiatives

- Monitoring of travel plan contribution of £2,000 per year for a period of 5 years
- £20,000 towards parking management measures
- £4,000 towards permit free with respect to the issue of Business Permits for the CPZ

3. Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan and Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £404,700 plus a 10% management fee

4. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

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

5. Monitoring Contribution

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

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

2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for reinstatement of redundant crossover in North Hill at the former access and meet all of the Council's costs. 3) A

contribution towards parking management measures. 4) A contribution towards permit free with respect to the issue of Business Permits for the CPZ. 5) Implementation of a travel plan and monitoring free would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32, DM48 and Highgate Neighbourhood Plan Policies TR3 and TR4.

2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

- | | |
|------------|---|
| Appendix 1 | Consultation Responses – Internal and External Consultees and Neighbour Representations |
| Appendix 2 | Plans and Images |
| Appendix 3 | Quality Review Panel Reports |
| Appendix 4 | Planning Committee Pre application Briefing Notes |
| Appendix 5 | DM Forum Summary |

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of the existing buildings and erection of a three and four storey building fronting North Hill and View Road to operate as a care home (Use Class C2) providing 70 bedrooms. 43 of the bedrooms (61%) will provide traditional, long-term accommodation for senior care (including dementia palliative care). The well-being and physiotherapy centre will utilise 27 bedrooms (39%) and will provide an area for residents to recuperate from surgery and include specialist staff and tailored care. This centre will cater for a mix of inpatient and outpatient/public use for these facilities.
- 3.1.2. The primary access to the care home will be from View Road leading to the convalescent, nursing and dementia care, vehicle drop off and access to the basement car park and physiotherapy centre. The North Hill frontage will provide pedestrian access to the well-being and physiotherapy centre.
- 3.1.3. 17 car parking spaces including 2 disabled spaces and cycle parking spaces are proposed at basement level. The physiotherapy centre in the basement will include; gym physiotherapy spaces, consulting rooms, hydro pool, sauna, cinema, barber, hair and beauty salon and wellness shop. Also at basement level are kitchens, laundry room, WC, changing rooms, maintenance store, reception, office, deliveries room, equipment store and plant rooms.
- 3.1.4 The ground floor will provide convalescent short stay guest accommodation, a reception space, communal hub, restaurant, café, office, nurse room and outdoor space. The first floor will be dedicated to older people's care and will comprise of bedrooms with en-suites, dayspace provided by way of a lounge, dining room and quiet room. An assisted bathroom (spa bathroom) is located centrally. The first floor also includes the staff room, treatment/medical room and nurse station. The second floor will be dedicated to dementia care and will comprise of bedrooms with en-suites as well as dayspace, an assisted bathroom and nursing station. This floor also includes a private terrace. The third floor is dedicated to the well-being centre only and provides convalescent stay accommodation and a communal terrace.
- 3.1.5 The proposal would include comprehensive landscaping around the development including to the frontages along View Road and North Hill. Some of the new landscaping features will include a 'healing garden', water features, new tree planting, green walls, paving, soft planting, semi-private terraces for the residents and accessible paths.
- 3.1.6 The development would be contemporary in style with the North Hill frontage faced in yellow brick and include a dark grey aluminium window system and parapet in a Portland coping stone. The View Road frontage would be faced in

red multi and contrasting dark red brick and include a dark grey slate pitched roof, dark grey aluminium window system and zinc clad dormers.

Amendments

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

- The North Hill elevation has been revised from red multi brick, buff brick and white render to a single yellow brick
- Set back distance plan updated to include a proposed extension at a neighbouring property
- Roof plant relocated from the flat roof to a secluded area within the pitched roof volume
- Transport addendum submitted

Site and Surroundings

3.1.8 The site is occupied by a part 2, part 4 storey building that has two frontages facing onto North Hill (north-east side) and View Road (south-west side). The site was formerly owned (and operated as a care home) by the Mary Feilding Guild. It was recently acquired by Highgate Care Limited. The site is located within the Highgate Conservation Area and does not contain any listed buildings or structures.

3.1.9 On its North Hill frontage, the site is flanked on one side by a Grade II Listed Georgian terrace known as 'Prospect Terrace' while on its View Road frontage it is adjoined by a Locally Listed villa at No. 3 View Road. The current care home complex includes a red brick building on the site's View Road frontage, the core of which is an Edwardian House with some Arts and Craft features. This has been linked through a series of extensions and newer buildings to a four storey 1960/1970s block on the North Hill frontage. The original Edwardian building is considered a positive contributor to the Conservation Area. There is a tree subject to a TPO south of the frontage facing North Hill. There are a number of trees and shrubs planting to the perimeter of the site and to the rear of the buildings is a large lawn.

3.1.7 The current main pedestrian entrance is from North Hill and the building is set back from a one-way road parallel to North Hill, which runs north-west to south east and at a lower level to the North Hill frontage and the one-way road. There is a single, large disabled persons parking space and two visitor parking spaces on this frontage. The View Road frontage provides a gated vehicular in/out access and a car parking area to the rear.

3.1.8 To the north of the site is a narrow strip of land owned by the Council, which falls outside the application site boundary. Beyond this are the rear gardens of the properties fronting Yeatman Road. Adjacent to the site to the south-east at the junction of North Hill and View Road is Weatherley Court, a small modern development of 4 storey houses. To the rear of Weatherley Court and adjacent to the site is 1a View Road, which appears to be a large house on a large plot. Directly opposite the North Hill frontage is the four-storey block of flats 'Highcroft', located at the corner of North Hill and Church Road. The surrounding area is predominantly residential with a diverse range of different architectural styles.



Fig 1 – Aerial View

3.2 Relevant Planning and Enforcement history

The site has a significant planning history including several alterations and extensions to the buildings.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.1.1 The proposal was presented to the Planning Committee at a Pre-Application Briefing on September 2021. The minutes are attached in Appendix 4.

4.2 Quality Review Panel

4.2.1 The scheme has been presented to Haringey's Quality Review Panel on two occasions.

4.2.2 Following the final Quality Review Panel meeting on 25 August 2021, Appendix 3, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant's intention is to retain the use of this important site for residential care accommodation. It thanks the project team for the helpful presentation and feels that the work done in response to the previous review has been very positive. It commends the tenacity of the project team, working with planning officers and consulting with the community.

The panel supports many of the strategic moves made during design development; however it feels that the massing and detail of the roofscape could be further improved, along with the architectural expression of the scheme. It would also encourage further consideration of the scheme layout, to improve the quality of the communal accommodation and circulation areas, while enhancing the relationship between key shared spaces and adjacent garden areas. As design work continues, sections taken through the building and the surrounding context will be important to ensure high quality accommodation.

The retention and re-purposing of the North Hill block should be considered, alongside a wider strategy for the re-use on site of any appropriate demolition material. Full consideration of embodied energy, alongside a 'fabric first' approach to sustainable design, should inform the continuing evolution of the proposals at a detailed level.

4.3 Development Management Forum

4.3.1 The proposal was presented to a Development Management Forum in September 2021.

4.3.2 The notes from the Forum are set out in Appendix 5.

4.4 Application Consultation

4.4.1 The following were consulted regarding the application:
(comments are in summary – full comments from consultees are included in appendix 1)

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions, S106 and S278 legal clauses

Waste Management

No objections

Employment and Skills

No objections

Building Control

No objections to the basement development, subject to conditions
NHS Haringey

No objection

Arboricultural Officer

No objections raised, subject to conditions

Nature Conservation

No objections raised, subject to conditions

Pollution Lead Officer

No objection, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No objection

Supported Accommodation

No objection

EXTERNAL

Thames Water

No objection

Designing out crime

No objections, subject to conditions

Environment Agency

No objection

London Fire Brigade

No objection

Historic England

No objection

GLAAS

No objection

Tree Trust for Haringey

No objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

203 Neighbouring properties
3 Residents Association
Public site notices were erected in the vicinity of the site

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

No of individual responses: 44
Objecting: 41
Supporting: 0
Others: 3

5.3 The following local groups/societies made representations:

- Highgate Conservation Area Advisory Committee (CAAC)
- Highgate Society

5.4 The following Councillor made representations:

- Councillor Robert Hare
- Councillor Paul Dennison
- Councillor Liz Morris

NB: Councillors Hare and Morris are no longer Ward Councillors but were at the time this planning application was submitted and their comments in their capacity of Ward Councillors have been included and addressed in this officer report.

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

Land Use and housing

- The new care home should not be used for any commercial interest
- Concerns with the financial viability of the development
- Concerns some of the proposed facilities will be for public use
- Loss of care home facility
- Concerns the proposed facility is more like a sports injury treatment and rehabilitation facility rather than a care home
- Some of the uses are inconsistent with the existing use class

- The internal and external environment is more like a hospital and inappropriate as a care home for residents
- The proposed facilities are unlikely to be used by residents, however the rents would be very high
- The applicant has failed to show the need for the various services

Impact on Heritage assets

- The height is not in keeping with the Conservation Area
- The scale is a concern given its close proximity to the listed building
- The preservation of the character of the conservation area needs to be properly assessed
- The development would fail to preserve or enhance the character and appearance of the Conservation Area
- The development will harm the settings of the listed buildings
- The heritage assessment is incorrect
- Substantial harm to the Conservation Area

Size, Scale and Design

- The design is not in keeping with surrounding properties
- Overbearing in relation to neighbouring buildings
- Excessive height, bulk, massing and scale
- The development is significantly larger in scale than the existing buildings on site
- Overdevelopment of site
- The development should be significantly reduced in scale
- The Quality Review Panel comments have not been adequately addressed
- The Council's pre-application advice has not been adequately addressed
- The scheme should be redesigned
- Excessive footprint
- The development is contrary to Local Plan policies and the NPPF
- Poor quality design

Parking, Transport and Highways

- Increased traffic generated
- Pressure on parking
- Road safety concerns
- The North Hill entrance will not be suitable for daily out patients
- The main entrance for outpatients should be on View Road
- It is unlikely outpatients will use sustainable forms of transport to the site
- Concerns the access road would not be sufficient for this development
- The slip road is designed for residential access
- This narrow section of North Hill is the main route for children of Highgate Primary School
- The wellbeing and physiotherapy centre will be open to non-residents with implications for traffic and parking

- Cycle racks will not be an appropriate solution

Residential Amenity

- Loss of privacy/overlooking
- Unacceptable overshadowing
- Loss of daylight and sunlight
- Impact on visual amenity
- Noise and disturbance
- Impact on amenity
- The setback plan showing the distance between buildings is incorrect
- The daylight/sunlight assessment has not been carried out properly
- Concerns the proposed mechanical plan will impact the amenity of neighbouring occupiers

Environment and Public Health

- Significant increase in pollution
- Increased emissions
- Noise pollution
- Impact on human health
- Impact upon local flora/fauna
- Major disruption to the local community
- Impact on the quality of life of local residents
- Potential security issues
- Impact on trees
- Damage to existing trees
- Loss of trees
- The bat survey should be redone
- Loss of garden space
- There is no mention of green roofs
- More details of the permeable paving are required

Basement development

- The potential impact of the basement development has not been adequately addressed
- Risk of ground movement
- Impact of basement development on the listed terrace
- Impact on ground and underground water courses
- The basement is excessive in scale
- Concerns of flooding
- Impact on local drainage services
- Subsidence
- Where will attenuation tanks be located
- Impact on hydrology

- Proper monitoring arrangements should take place by the Council
- Further data is required for phase 2 of the site investigation
- The ground and groundwater conditions should be fully and adequately addressed at the planning stage
- Incomplete basement assessment
- Building Control has not taken into account Alan Baxter's submission
- The Council's basement policy is poor

Archaeology

- An archaeology impact assessment is required as the site is located within the Highgate Archaeological Priority Area

Sustainability

- The air source heat pump and other handling plant should be dealt with in detail as part of this application
- Concerns with the potential impact of the plant
- The plant will be highly visible from the public realm
- Details of gas boiler flues, basement parking ventilation, kitchen extract and other plant are missing
- A zero carbon building should be achieved

Other

- The proposed compliance with Part M of the Building Regulations which provides information on access to and use of buildings needs to be stated

5.6 The following issues raised are not material planning considerations:

- No site notice placed outside the development (Officer comments: A site notice was placed outside the development)
- Consultation period was not long enough (Officer Comments: Consultation period was extended at least twice, and further notification carried out on the amended plans)
- Developer's drawings are misleading (Officer comments: Drawings have been updated to address specific points)
- The consultation was not wide enough (Officers comments: The consultation was undertaken in accordance with The Council's Statement of Community Involvement)
- Consultation process not adequate (Officers comments: The consultation process was adequate consisting of a DM Forum where residents were invited and which was well attended before submission of the planning application; the scheme was presented to members in a public forum at pre-application stage. Once the application was submitted, the Council consulted residents twice by

letter, extended the consultation period at least twice. The application was able to be viewed on the council's website)

- Feedback from Statement of Community engagement is not correct (Officers comments: The Statement of Community involvement (SCI) is the applicant's reporting of the feedback as they understand it to be. Officers have assessed the SCI alongside the comments from objectors and then made a balanced assessment of how the feedback has been summarised in the document)
- Inaccurate and misleading CGIs and graphic (Officers comments: CGIs and graphics have been updated so to remove any inaccuracies or misunderstanding of the plans)
- The comparative drawings are misleading (Officers comments: as above)
- Inaccurate, missing and conflicting submission (Officers comments: As above. The Applicant submitted a number of further drawings when requested following consultation feedback)
- Existing plans should be submitted (Officers comments: existing plans and elevations have been submitted)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact of the proposed development on the character and appearance of the Conservation Area
3. Design and Appearance
4. Site layout/Quality of Accommodation
5. Impact on Neighbouring Amenity
6. Parking and Highways
7. Basement Development
8. Trees
9. Sustainability and Biodiversity
10. Water Management
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety
14. Conclusion

6.2 Principle of the development

Policy Framework

National Policy

- 6.2.1 The 2021 National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to "drive and support development" through the local development plan process. It

advocates policy that seeks exemptions to affordable housing provision where the site or proposed development provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for older people).

- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 Haringey's Development Plan includes the London Plan (2021), Haringey's Local Plan Strategic Policies (2017), the Development Management Policies DPD (2017), the Site Allocations DPD (2017) and the Highgate Neighbourhood Plan (2017).
- 6.2.3 The planning decision with respect to this proposal must be made in accordance with the development plan unless material considerations indicate otherwise.

Regional Policy - The London Plan

- 6.2.4 London Plan Policy H13 contains requirements for 'specialist older person housing' however this does not apply to accommodation which is considered 'care home accommodation'. London Plan Policy H12 contains requirements for 'supported and specialised accommodation' which includes reablement accommodation (intensive short-term) for people who are ready to be discharged from hospital but who require additional support to be able to return safely to live independently at home, or to move into appropriate long-term accommodation.
- 6.2.5 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy

- 6.2.6 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. This is not an allocated site and the use of the site remains as a care home.
- 6.2.7 The Development Management DPD (2017) (hereafter referred to as the DPD) is particularly relevant. Policy DM15 sets out the Council's policy on specialist housing.
- 6.2.8 The core objectives of the Highgate Neighbourhood Plan (2017) are to help achieve the following vision; social and community needs, economic activity, traffic and transport, open spaces, and the public realm and heritage.

Land Use Principles

6.2.9 The proposed development would replace the existing care home (Use Class C2) with a new long term traditional care home with a smaller component operating as a well-being and physiotherapy centre. The replacement of the care home is assessed in land use policy terms as follows.

Replacement of the existing care home

6.2.10 Policy DM15 of the Haringey Development Management DPD 2017 (DM) states;

- A Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.
- B The Council will support proposals for new special needs housing where it can be shown that:
 - a There is an established local need for the form of special needs housing sought having regard also to the aims and recommendations of Haringey's Housing Strategy and Older People Strategy.
 - b The standard of housing and facilities are suitable for the intended occupiers in terms of:
 - i. The provision of appropriate amenity space, parking and servicing;
 - ii. The level of independence; and
 - iii. Level of supervision, management and care/support;
 - c There is a good level of accessibility to public transport, shops, services and community facilities appropriate to the needs of the intended occupiers; and
 - d The impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

6.2.11 The site has operated as a care home (Use Class C2) for at least 85 years. The former Mary Feilding Guild care home was registered with the Care Quality Commission (CQC) for a 43 single occupancy bedroom nursing home (Use Class C2). The proposed provision for traditional, long term senior care bedrooms would be 43 rooms, which is in line with the requirement of policy DM15 to provide adequate replacement accommodation.

6.2.12 Haringey's Housing Strategy 2017-22 states that the Council will move to more modern housing options for older people, ensuring services are needs-based and not age-based", provide suitable housing and neighbourhoods for older people, and develop more tailored services for individual older and vulnerable people.

- 6.2.13 In terms of the other requirements of DM15; meeting an established local need and providing a standard of housing and facilities suitable for the intended occupiers, the former Mary Feilding Guild care home was in private ownership and closed in May 2021. The applicant states that there was a significant under-utilisation of the site, with only 16 residents (an occupancy of only 37%) at the time of closure. The care home had been financially unsustainable for several years and was unable to attract new residents. They have indicated that the home could not continue to operate and function as it previously operated or adapt to provide modern care and nursing facilities in its previous form.
- 6.2.14 The applicant states that they had commissioned experts to assess the demand for care home provision in the local area. This concluded that there is good provision of traditional residential accommodation for older people in the area. In addition, it is also identified there is good provision of sheltered accommodation in the area. The experts however identified a strong demand for a nursing and convalescence home to assist older people to recuperate from operations and increase their health span.
- 6.2.15 The proposal therefore seeks permission for up to 70 bedrooms predominantly for traditional, long-term accommodation for senior care (including dementia and palliative care). This will account for approximately 61% of the bedrooms. A well-being and physiotherapy centre will account for approximately 39% of the bedrooms provided for residents to recuperate from operations with specialist staff tailored care. Therefore, the proposal is considered to meet an established local need and subject to more detailed consideration of the quality of accommodation set out below it is considered to provide a standard of housing and facilities suitable for the intended occupiers.

Land Uses – Conclusion

- 6.2.16 The principle of traditional, long term senior care and well-being and physiotherapy centre is considered to meet an established local need and would provide adequate replacement accommodation. The proposed development is therefore supported by DM Policy DM15 subject to all other relevant considerations,

6.3 The impact of the proposed development on the character and appearance of the Conservation Area

- 6.3.1 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 DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

6.3.2 DPD Policy DM9 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. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context. Policy DH2 of the Highgate Neighbourhood Plan (2017) states that development proposals, including alterations or extension to existing buildings, should preserve or enhance the character or appearance of Highgate's conservation areas.

Statutory test

6.3.3 Section 72(1) of the Listed Buildings Act 1990 provide: "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".

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

6.3.5 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a

heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.3.6 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.
- 6.3.7 With regards to the existing context the Conservation Officer notes that this generous development site sits within Highgate Conservation Area and spans across North Hill and View Road, two thoroughfares with a different yet complementary historic townscape and character.
- 6.3.8 On North Hill the existing care home building is flanked by a listed terrace, on View Road it is adjoined by a locally listed house. The townscape along North Hill is characterised by the varied and down-sloping topography of the bank, by the spacious road section, three to four storey buildings of various ages well set-back from the pavement behind their front gardens. The main elevation of the existing office building of the Mary Feilding Guild Care Home fronts North Hill and forms part of this townscape. The existing office building on North Hill is linked through a series of utilitarian extension buildings to the original 1920s care home building fronting View Road; despite various side and rear alterations this historic building is deemed to be a positive contributor to the character of the CA.
- 6.3.9 View Road is a quiet residential street where several listed and locally listed large houses are comfortably set in large sites complemented by leafy front gardens and generous, deep rear gardens and contribute to a more suburban character than the busy North Hill.
- 6.3.10 The Conservation Officer notes that the proposed redevelopment of the Mary Feilding Guild Care Home rests on a thorough assessment of the architectural proportions, quality, heritage significance and conditions of the existing buildings and their site, a careful analysis of the existing topography and gardens forming part of a well-rounded and comprehensive site analysis.
- 6.3.11 Both contextual analysis and the assessment of susceptibility to change and reuse of the original care home have demonstrated the need for and the benefits descending from the replacement and coherent redesign of both existing buildings, poorly proportioned and poorly accessible interiors, dull office building fronting North Hill and scarcely accessible gardens. The loss of the much-altered original 1920s care home which provides a modest contribution to the character of the area along View Road would have a negligible negative impact on the

character of the area and would lead to a low level of less than substantial harm that would be outweighed by the improved care home services and design quality that the proposed scheme provides.

- 6.3.12 The Conservation Officer notes that this contextual awareness and a solid experience in the design of specialist care homes have been the basis for a sound and successful design exploration aimed at maximising the site potential and providing an optimal level of accommodation with related amenities and a sensitive response to the historic townscape and urban context of the conservation area. The extensive pre-application discussion with council officers, review and local groups has informed a very specific design proposal that extends across the site replacing and optimising the footprint, plan form, masses and heights of the existing building, with a carefully proportioned new care home building that would benefit from a fully reconfigured and accessible soft and hard landscaped garden space that will pleasantly complement the architectural design of the new buildings. The whole project has been sensitively shaped, both externally and internally by the need to complement the historic townscape of the conservation area respectively on its North Hill and View Road frontages while expressing the genuinely contemporary character of the new care home.
- 6.3.13 The Conservation Officer notes that the proposed office building along North Hill retains the proportions of the existing one, which is bland and monolithic and offers a straightforward opportunity for improvement. The proposed design seizes this opportunity to enhance forms, functions, and setting of the listed terrace and introduces an interesting articulation of heights and masses and a facade design inspired by the adjacent Georgian terrace and softened by the elegantly multifaceted brickwork façade. The proposal has been carefully shaped and assessed in views across the conservation area along North Hill and by virtue of its sensitive design approach, it fully respects the architectural primacy and legibility of the listed terrace in its urban context and is supported from conservation grounds.



Proposed North Hill Frontage

6.3.14 The Conservation Officer notes that the care home building fronting View Road respects the height of neighbouring houses and has been designed as a contemporary reinterpretation of a suburban villa with symmetric façade, generous fenestration and an interesting roof articulation that draws inspiration from the traditional roofs, dormers, and prominent gables of the adjacent buildings. The subtly elaborated brick façade would be complemented by the soft landscaped garden hidden behind the retained boundary wall located on a raised street level along View Road where the proposed building will positively complement its varied context while retaining a number of established features of this part of the conservation area such as the enclosed nature of the View Road building, the suburban, residential, verdant character of View Road as well as featuring the established architectural forms and materials reinterpreted in a more contemporary key. The building fronting View Road is supported from the conservation perspective with encouragement to further refine the façade treatment, dormers, and porch.



Proposed View Road frontage

6.3.15 The proposed development has been rooted in deep understanding of the site potential and full awareness of the value of its heritage setting. It is a design proposal that creatively seizes the opportunities offered by this challenging and multifaceted heritage site through a conservation-led, context-responsive, well-articulated design concept that provides a specialist development response to this part of the conservation area, a well- founded design response.

6.3.16 The Conservation Officer therefore concludes that the proposed scheme is acceptable from a conservation perspective, as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill. The Conservation Officer recommends conditions requiring further details of materials, landscape and boundary treatment to ensure that the character and appearance of the conservation area are effectively enhanced.

6.4 Design and Appearance

6.4.1 The NPPF 2021 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. The NPPF further states that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.4.2 Policy DM1 of the DMDPD states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.

Quality Review Panel (QRP) Comments:

- 6.4.3 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 18 May 2021 and 25 August 2021). The panel on the whole supported the scheme.
- 6.4.4 The full Quality Review Panel (QRP) report of the review on 18 May 2021 and 25 August 2021 is attached in Appendix 3. The final Quality Review Panel’s summary of comments is provided below;

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant’s intention is to retain the use of this important site for residential care accommodation. It thanks the project team for the helpful presentation, and feels that the work done in response to the previous review has been very positive. It commends the tenacity of the project team, working with planning officers and consulting with the community.

The panel supports many of the strategic moves made during design development; however it feels that the massing and detail of the roofscape could be further improved, along with the architectural expression of the scheme. It would also encourage further consideration of the scheme layout, to improve the quality of the communal accommodation and circulation areas, while enhancing the relationship between key shared spaces and adjacent garden areas. As design work continues, sections taken through the building and the surrounding context will be important to ensure high quality accommodation.

The retention and re-purposing of the North Hill block should be considered, alongside a wider strategy for the re-use on site of any appropriate demolition material. Full consideration of embodied energy, alongside a ‘fabric first’ approach to sustainable design, should inform the continuing evolution of the proposals at a detailed level.

- 6.4.5 The detailed QRP comments from the most recent review together with the officer comments are set out in Table 1.

Table 1: QRP comments and officer response

Panel comments	Officer Response
Massing and roofscape	
The panel accepts the massing and development density of the proposals, but would encourage the project team to refine the massing of the roofscape	The project team has investigated the roof form with alterations made where necessary such as half hipped roofs to both wings of the building to the View

<p>to further reduce the visual bulk of the building</p> <p>The depth of the roof presents some challenges with regard to the nature of the hip elements, which seem oversized. The panel would encourage a simpler approach to the pitched roofs within the scheme, using strong gable ends rather than large hips</p> <p>The panel welcomes the adjustments to the building footprint, which has been pulled away from adjacent buildings to allow for a more generous gap than currently exists.</p> <p>The panel notes that the demolition and redevelopment of the North Hill building only achieves the same mass and footprint as the existing building. It would strongly encourage the project team to fully explore retaining, refurbishing / re-cladding and re-purposing the existing building, which the panel considers to be architecturally elegant and which does not seek to compete with the adjacent Georgian terrace</p>	<p>Road frontage and general reduction of pitch by 5 degrees.</p> <p>Officers consider that the roof articulation draws inspiration from the traditional roofs, dormers, and prominent gables of the adjacent buildings</p> <p>QRP support noted</p> <p>The applicants explored options of retaining the existing building, but it could not be adequately adapted to provide a modern care facility. Officers consider that the proposed building along North Hill retains the proportions of the existing one and offers a straightforward opportunity for improvement. Further revisions provided following negotiations have ensured that the building does not compete with the Listed Georgian Terrace and respects their setting.</p>
<p>Landscape design</p>	
<p>While the panel regrets the reduction of the garden space, it feels this is acceptable as the building footprint has also been pulled away from the boundary in some locations, providing a more generous distance to adjacent buildings.</p> <p>The panel welcomes the concept of the healing garden, with its aspiration to nurture the physical and mental well-being of residents. Careful consideration</p>	<p>QRP support noted</p> <p>To address this the project team has introduced level access to this garden space from the foyer/central hub and restaurant (which does not exist at</p>

<p>of the path, the orientation of the garden and the ramp access will be required to ensure that a strong visual and physical relationship is created between the internal accommodation and the garden.</p>	<p>present). Raised planters define generous smooth paths along circular routes through the garden to allow residents to move about independently or with the support of carers or visitors alongside. A series of pergolas help break up the space and lead to a wide variety of seating spaces</p>
<p>Scheme layout and quality of accommodation</p>	
<p>The panel would like to see further refinements to the scheme layout, to create a better relationship (both visually and physically) between internal communal areas and the garden spaces externally. The terrace areas in the 'elbow' of the scheme also need further work.</p> <p>The panel is concerned by the intention to locate the restaurant in the basement. Instead, it would like to see it at ground floor level, ideally in the west-facing section of building overlooking the garden (where there are currently a number of individual rooms shown). The kitchen could remain at basement level.</p> <p>Some of the other uses currently located within the basement would also be much better suited to being located at ground level, including staff rooms and communal facilities like the shop, library, barbers and hair and beauty salon. These uses could potentially help to activate the frontage of the North Hill block.</p> <p>The panel feels that the proportion of circulation space within the North Hill block is unbalanced and would like to see improvements to the efficiency of</p>	<p>The layout has been revised by relocating the restaurant to the ground floor facing the main garden area. Communal spaces and terraces to the upper floors have also been refined so that the main garden elevation will be animated by those main social, communal rooms and terraces</p> <p>The restaurant is re-located from the basement to the ground floor, so to open out on to the proposed healing garden. This allows the restaurant space to utilise both the views out onto the garden and direct access for outdoor seating etc. The revised location also allows for natural light to flood the space.</p> <p>The staff rooms have relocated from the basement to first floor level. Officers consider the shop, barbers and hair and beauty salon acceptable in the basement as they would be used for short visits.</p> <p>Circulation and layout of the treatment suites in the North Hill block have also been refined, including improving natural light to circulation, with servicing</p>

<p>the floor plans</p> <p>It would also support further refinement of the design of the circulation spaces and communal areas, to include increasing the generosity and daylight access to corridors, circulation cores and stairwells.</p> <p>Sections taken through the accommodation will be critically important to understanding how the sloping roofs and dormers will affect the quality of accommodation within the roof spaces.</p> <p>Greater clarity would be welcomed on the arrangements for refuse storage and how this will work in practice for the different parts of the development</p>	<p>and refuse storage better defined and disguised.</p> <p>The revised design includes window openings placed within stairwells & circulation spaces where possible to enable natural light into the spaces.</p> <p>Comment noted</p> <p>Refuse storage is accessed internally at ground floor level and externally from View Road. The refuse collection will be made by a private contractor from within the site utilising the internal drop off bay accessed off View Road. The area is externally accessed and located adjacent the staff & deliveries entrance. A service lift is located adjacent for use by back of house staff.</p>
<p>Architectural expression</p>	
<p>The panel would support further refinements to the View Road elevations, including simplified recesses and a greater distinction in the side wings of the main building through use of different brickwork</p> <p>It would also encourage further consideration of the northern (flank) façade of the scheme.</p>	<p>Officers consider the building fronting View Road is supported from the conservation perspective with encouragement to further refine the façade treatment, dormers, and porch.</p> <p>The northern elevation has been simplified, replacing the proposed green wall with fenestration to circulation and brick recesses, and enriching detailing to both entrances, window surrounds, gables to View Road and walls to</p>

<p>The panel feels in particular that it would be beneficial to get daylight into the stairwell that is bounded by the flank wall, and would encourage exploration of options, including fritted glass.</p> <p>While the panel feels that retention of the North Hill block should be explored as a first response to this part of the site, it would encourage a calmer and simpler approach to the architectural expression of the proposed North Hill block; it thinks that the stepping of the proposed building line is too complicated, and does not relate to the adjacent Georgian terrace. The panel also notes that the exterior looks like an office building, rather than reflecting the uses that are accommodated within.</p>	<p>landscaping, especially in front of lightwells.</p> <p>Window openings are placed within stairwells & circulation spaces where possible to enable natural light into the spaces.</p> <p>Officers consider that the proposed building along North Hill retains the proportions of the existing one and offers a straightforward opportunity for improvement. The proposed design seizes this opportunity to enhance forms, functions, and setting of the listed terrace and introduces an interesting articulation of heights and masses and a facade design inspired by the adjacent Georgian terrace and softened by the elegantly multifaceted brickwork façade.</p>
<p>Low carbon design and environmental sustainability</p>	
<p>The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme.</p> <p>The panel notes that consideration of the embodied energy within existing buildings is an important starting point in sustainability terms. It would like to see detailed analysis of a development approach that seeks to retain – as a minimum – the North Hill block, plus other parts of the existing building where appropriate.</p>	<p>The development delivers a minimum 62% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) for 100% space heating and minimum 70% hot water demand, and a minimum 14 kWp solar photovoltaic (PV) array</p> <p>The whole life cycle carbon assessment has been submitted and provides analysis of the embodied energy within the building</p>

<p>Consideration of operational energy requirements should start with a ‘fabric first’ approach</p> <p>A low / zero carbon approach to design should inform the earliest strategic design decisions and should be part of the ongoing narrative as the scheme continues to evolve.</p>	<p>As discussed under the Sustainability and biodiversity section of the report below, Officers support the scheme based on its carbon reductions. They have requested further information which can be dealt with by conditions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1).</p>
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6.4.6 The Design officer notes that the proposals would replace existing buildings of varied quality in consistent high-quality designs in contemporary reinterpretations of the local context Georgian and Arts & Crafts architecture, of a compatible and appropriate scale to the context, elegantly proportioned, in attractive, appropriate materials and detailing, set in lush, high quality landscaping. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition shall be imposed that requires details and samples of all key materials and further details of the design and detailing of junctions between the brick and glazed elements to be agreed, prior to commencement of works on site.

6.4.7 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

6.5 Site layout/Quality of accommodation

6.5.1 As noted above Policy DM 15 requires the standard of housing and facilities are suitable for the intended occupiers in terms of the provision of appropriate amenity space, parking and servicing; the level of independence; and level of supervision, management and care/support.

6.5.2 All rooms will benefit from generous floor space (above market ‘standard’), wheelchair friendly wet room en-suites (large enough to allow for staff assistance) and their own private kitchenettes with drink making facilities. Suites will also provide seating areas. Private patios will be utilised at ground floors, whilst balconies or Juliet balconies will be provided at first floor. All rooms will benefit from 2.1m height windows (for views from wheelchairs) and will overlook landscaped external spaces

6.5.3 Corridors are designed to be minimum 2m width, to allow for moving of hospital beds and sufficient width for wheelchairs to pass. All doors to resident areas will be designed with a minimum clear width of 800mm, allowing for wheelchair access.

6.5.4 The main entrance to the care home is sited centrally so as to be the clear focus of the main elevation and be immediately apparent when entering the site. Older

people care and dementia care residents will arrive at the site by way of the basement car park.

- 6.5.5 Convalescent stay guests will arrive by way of private ambulance. All will enter at reception, which will open on to the communal hub, informal eating area and restaurant (which will have garden views and access). From the hub, guests will be directed to their room or suite. Lifts are provided at View, Road, North Hill and one centrally.
- 6.5.6 The second floor of the care home will be dedicated to dementia care, which is in line with dementia friendly design that would allow staff to monitor residents more effectively. The terrace on this floor will enable secure outdoor space for dementia residents only.
- 6.5.7 In terms of activity space throughout the home, the first floor will provide older people's care and includes large lounge, dining room and quiet lounge spaces for residents to undertake a variety of social, physical and cognitively stimulating activities. The quiet lounge will be a multi-function space that could be used for activities. The second floor provides dementia care and also has a quiet lounge which will also be a multi-function space. The ground floor provides short stay care for a different purpose group. Residents on the third floor will have access to a communal terrace that will be staffed 24 hours per day
- 6.5.8 A dedicated nurse station is included centrally and the home will provide state of the art monitoring linked to nurse call systems to ensure beds are monitored and staffed and residents are safeguarded
- 6.5.9 Therefore the quality and layout of the proposed accommodation is considered to be suitable for the intended occupiers in terms of the provision of appropriate amenity space, parking and servicing; the level of independence; and level of supervision, management and care/support in line with the requirements of Policy DM15.

Accessible Accommodation

- 6.5.10 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.11 Each floor will provide level access throughout and each entrance into the building, and exit from dayrooms and other similar areas, will have level thresholds for ease of access throughout. Strategically placed lifts will allow for ease of access to the upper floors. The proposed ground floor will sit as per the existing level and will run through as level access to View Road. It is noted that the View

Road entrance level is informed by North Hill, and external levels at the front are graded an additional 200mm lower to suit this. The gardens will provide level access throughout, with no external gradient steeper than 1:20. Two accessible car parking spaces are provided with two larger bays able to be converted to accessible car parking spaces if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. The proposal is therefore acceptable in this regard.

Outlook and Privacy

6.5.11 The design of the proposed development has carefully considered outlook and privacy between rooms and will safeguard the amenity of future users of the care home facility. The outlook from the rooms and the building generally is one of spaciousness and pleasant, quality landscaping.

Daylight/sunlight/overshadowing – Future Occupiers

6.5.12 Daylight/sunlight and overshadowing for future occupants of the proposed development will be a significant improvement to the existing building as natural light has been incorporated into the proposed building as far as possible.

6.5.13 The facilities such as the shop, barbers and hair and beauty salon located in the proposed basement will not benefit from natural light and would rely on artificial lighting, however given these facilities are for short infrequent visits only, this is considered acceptable. The hydro pool and gym facility at basement level would benefit from lightwells.

6.5.14 Sunlight to the external outdoor garden space varies depending on their location and neighbouring trees. Whilst some on the west side would fall marginally short of BRE guidelines they would benefit from being exceptionally private, with wooded external garden space.

Other Amenity Considerations – Future Occupiers

6.5.15 With regard to air quality, the care home facility will benefit from bedrooms with windows, private patios, private terrace, communal outdoor spaces/terrace, day spaces located away from the closest significant road traffic emissions source (North Hill). Further details of passive design measures can be secured by a condition.

6.5.16 Lighting throughout the site would be controlled by condition so it would not impact negatively on future occupiers.

6.5.17 The refuse store for the care home facility is located at ground floor level accessed off View Road. The Council's Waste Management Officer is satisfied the refuse store is sufficient to store waste for one week.

Security

6.5.18 Secure entrance points will be provided to the entrances on View Road and North Hill. These entrance points will be managed by reception staff in order to prevent any unauthorised access. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.

6.6 Impact on Neighbouring Amenity

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

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

Daylight and sunlight Impact

6.6.3 Concerns have been raised regarding the effect of this development on the daylight and sunlight received by residential neighbours. The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the surrounding neighbouring properties. The assessment finds that the impact of the development on existing neighbouring windows is exceptionally favourable for both daylight and sunlight as 98% of the windows pass the BRE's Vertical Sky Component guidelines and 99% of these windows pass the BRE's No Skyline guidelines. In terms of sunlight, 117 rooms were assessed, and all comply with the BRE's primary annual sunlight criteria.

6.6.4 In terms of sunlight to neighbouring gardens/amenity space, the assessments finds that 9 out of the 12 gardens/amenity space would satisfy the BRE guidelines. The neighbouring gardens that are affected i.e. the rear gardens of Yeatman Road are already overshadowed by an existing tree along the rear boundary. The neighbouring property at 109 North Hill which is in closest proximity to the site is

already overshadowed due to its close proximity to the existing care facility building and trees in the garden.

- 6.6.5 Overall the proposal would not have a significant impact on daylight and sunlight to residents of neighbouring properties.

Privacy/Overlooking and outlook

- 6.6.6 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues, particularly with regards to the properties on Yeatman Road, View Road and North Hill. Given the 20-30 metre distance between the main rear wall of the properties on Yeatman Road and that of the proposal, the proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants. This is also helped by the site itself and many of its neighbours being densely landscaped, with a particularly dense belt of existing trees to its north-west, and that such care is proposed to be taken to retain and protect existing trees on the site and supplement them with additional trees. Given also the proposed development although taller in scale, broadly follows the form and footprint of the existing building, with the proposed building line pulled away from boundaries to neighbouring gardens, in particular to the rear of 1A View Road.

- 6.6.7 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.

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

Other Amenity Considerations

- 6.6.9 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

- 6.6.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view.

- 6.6.11 The site is currently in use as a traditional care home. The proposed development would see the principal use of the site remain the same and therefore there will be no increase in noise levels and general disturbance in comparison to the existing facility.

- 6.6.12 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.6.13 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.6.14 The increase in noise from occupants of the proposed care home facility would not be significant to existing residents given the current existing use of the site will be retained and the current urbanised nature of the surroundings.
- 6.6.15 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

6.7 Parking and Highways

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in DM Policies DM31 and DM32.
- 6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3 Policy TR3 and TR4 of the Highgate Neighbourhood Plan seeks to minimise the impact of traffic arising from new development and reduce the negative impact of parking in Highgate.
- 6.7.4 The site is located within an area with a public transport accessibility level (PTAL) of 3, which is considered 'moderate' in terms of access to public transport services. Five different bus services are accessible within 2 to 8-minutes' walk of the site, and Highgate Underground Station is a 9-minute walk away. The site is located within the Highgate Outer Controlled Parking Zone, which operates between the hours of 10.00 to 12.00 Monday to Friday.

Parking Stress

- 6.7.5 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.7.6 In terms of the revised trip generation applied and predicted numbers of cars that will attend either as employees, visitors or therapy/physio outpatients, there will be additional parking demands generated on-street.
- 6.7.7 There are very high parking stresses recorded on some streets within the stress survey and the predicted impacts arising from this proposal will need to be mitigated and managed. However, the Council's Transport Planning Officers raise no objections to the proposals subject to conditions being imposed in respect of gym restrictions and the outpatients facility to reduce the number of trips generated by the development and the resulting car parking demand on local roads. A contribution towards parking management measures would also need to be secured. This figure would be secured by legal agreement should consent be granted.

Access and Parking

- 6.7.8 The Transport Planning Officers note that at present there are two vehicle crossovers/accesses off View Road and one-off North Hill. There are 3 parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.
- 6.7.9 The proposal seeks to retain the two crossovers off View Road to facilitate access to a drop off facility and also the proposed basement parking.
- 6.7.10 The existing access on North Hill is no longer required so the applicant will need to enter into the appropriate Highways Act Agreement to meet the physical and administrative costs of reinstating the crossover to full height kerb and footway. This can be secured by legal agreement should consent be granted.
- 6.7.11 Pedestrian access will be primarily from the View Road side of the care home however it will also be possible from the North Hill side of the site.
- 6.7.12 The proposal would provide basement parking for 17 car parking spaces in total, including two blue badge bays with two larger bays able to be converted to blue badge if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. This bay can also be used for informal drop off and pickups.
- 6.7.13 The ramp starts within the site several metres from the View Road crossover, and it is not expected that the proposed arrangement will create any highway or safety issues. The ramp will be able to accommodate two-way vehicle movements and it is expected cyclists will access the basement long stay cycle parking via the

ramp or alternatively use one of the lifts. The Council's Transport Planning Officers consider the access and parking to be acceptable.

Electric Car Charging Points

6.7.14 London Plan policy T6.1 requires at least 20 per cent of spaces to have active charging facilities with passive provision for the remaining spaces however there are no specific requirements in the London Plan for charging point provision for care homes. The Council's Transport Planning Officers note that the scheme provides two car charging points which complies with the 20% requirement and is considered acceptable,

Cycle Parking

6.7.15 The proposal provides 8 long stay cycle parking spaces in the basement. This level of cycle parking provision meets the London Plan cycle parking requirement for care homes.

6.7.16 Short stay spaces are to be provided at ground floor level. 4 short stay spaces are required for the care home and 2 for the gym. 5 spaces are referred to in the Transport Assessment, however the waste arrangements drawing indicates ten spaces.

6.7.17 This information can be clarified at a later stage, but prior to the commencement of works, and as such this matter can be secured by the imposition of a condition.

6.7.18 As such, Officers raise no objections to the proposals on transport grounds subject to the relevant condition being imposed in respect of proposed cycle parking arrangements

Deliveries and Servicing

6.7.19 With regards to delivery and servicing considerations, 4 delivery and servicing trips are predicted per day. A delivery bay is included within the basement for visiting service vehicles, and the ground level drop off bay can also be used. Servicing activity takes place from both North Hill and View Road at present, however with this proposal is it intended to take place from View Road only, accommodated off of the highway.

6.7.20 A private contractor will be used to make refuse and recycling collections, using a smaller vehicle than those used by the Council, and collections will be made from within the site utilising the internal drop off bay accessed off View Road.

6.7.21 As such, the provision for deliveries and servicing for the care home is considered acceptable.

Construction Logistics and Management

- 6.7.22 No specific details of construction logistics have been submitted at application stage. However, it is appropriate for this to be provided at a later stage as such this matter can be secured by the imposition of a condition on any grant of planning permission.
- 6.7.23 Overall it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.8 Basement Development

- 6.8.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.
- 6.8.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.
- 6.8.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the works would be acceptable, as required by Policy DM18 of the Council's 2017 DMDPD. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment. Policy DH7: basements of the Highgate Neighbourhood Plan (2017) seeks to ensure that full consideration is given to the potential impacts of basement developments at application stage.
- 6.8.4 The proposal seeks to extend the existing basement to facilitate 17 parking spaces, 8 cycle parking spaces, a well-being and physiotherapy centre and other ancillary facilities. The applicant has submitted a detailed Basement Impact Assessment which meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.
- 6.8.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.

6.8.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

6.9 Trees

6.9.1 The supporting text to Local Plan 2017 Policy SP13 recognises, “trees play a significant role in improving environmental conditions and people’s quality of life”, where the policy in general seeks the protection, management and maintenance of existing trees. Policy SO4.4 of the Highgate Neighbourhood Plan seeks to ‘protect and enhance the area’s village character through conservation of its natural features, including trees’ while policy OS2 of the Highgate Neighbourhood Plan states that there should be no net loss of trees as a result of development and pro rata replacement will be expected.

6.9.2 This proposal includes the removal of 7 trees. The Council’s Tree Officer considers that the trees to be removed are of low quality and value. It is noted that no high-quality trees will be lost and the trees within 109 North Hill, North Hill Highway and Wetherley Court will not be significantly impacted by the proposed development.

6.9.3 The proposed new landscape plan includes the planting of 8 new trees that will be planted within the outdoor garden space including 2 trees along North Hill Road. These 8 newly planted trees will ensure there is no net loss of trees (a gain of 1 tree) which is in line with Policy OS2 of the Highgate Neighbourhood Plan. The proposed 8 new trees will also enhance biodiversity on the site and contribute to the provision of a quality and substantially sized landscape area which will benefit for future users of the care home and also the visual amenity of the locality generally.

6.9.4 An updated Arboricultural Impact Assessment (AIA) was submitted with the application which provides initial recommendations for the protection of the retained trees during the construction phase of the development. An Arboricultural Method Statement that details all the necessary measures to be implemented to ensure the trees being retained will be adequately protected will be required. The Council’s Tree Officer has confirmed that this can be adequately provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by the imposition of a condition on any grant of planning permission

6.9.5 As such, the tree officer raises no objections to the proposals subject to the relevant conditions being imposed in respect of the tree protection plan, Arboricultural Method Statement and Landscape Plan and aftercare programme

6.10 Sustainability and Biodiversity

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 SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO₂ emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

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

6.10.4 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. An energy statement was submitted with the application which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The building is designed to minimise its environmental impact through various means and minimise carbon dioxide emissions in line with the prescribed energy hierarchy. The scheme achieves a 62% improvement in CO₂ emissions over the baseline requirements within Building Regulations Approved Document Part L. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance.

6.10.5 The development employs an efficient building fabric, mechanical ventilation heat recovery (MVHR), air source heat pumps for 100% space heating and minimum 70% hot water demand, gas boilers and PV panels. An Overheating Assessment has been submitted which details various measures that have been incorporated to minimise the risk of overheating as part of the overall energy strategy. Details of the proposed mitigation measures for the future weather will need to be modelled however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

6.10.6 The Council's Carbon Management Team supports the scheme based on its carbon reductions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy SP4 (1). The estimated carbon offset contribution (£404,700 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure would be secured by legal agreement should consent be granted.

6.10.7 A BREEAM Pre-Assessment for the care home has been submitted with the application with a score of 66.94% expected to be achieved, equivalent to 'Very Good' rating. A Design Stage accreditation certificate confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent), aiming for 'Excellent' will be submitted at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition should consent be granted.

Biodiversity

6.10.8 Consistent with the NPPF, London Plan Policy G6 seeks to ensure that development proposals manage impacts on biodiversity and aim to secure net biodiversity gain, while G5 requires major developments to contribute to urban greening. DPD Policy DM6 requires proposals for taller buildings to consider their ecological impact.

6.10.9 The site primarily comprises hardstanding, amenity grassland, shrubs and trees. The proposal would include comprehensive landscaping around the development including to the frontages along View Road and North Hill. Some of the new landscaping features will include a healing garden, water features, 8 new trees, green walls, paving, soft planting, semi-private terraces for the residence and accessible paths. Whilst these objectives are acceptable in principle, further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.

6.10.10 An Ecological Assessment Report has been submitted which comprises a desk study search for baseline information on designated sites, habitats and protected species, and a Preliminary Bat Roost Assessment (PBRA) within the site has been prepared to current good practice guidance covering relevant legislation and policy. The Council's Nature Conservation Team has been consulted on the application and is satisfied that the development seeks to enhance ecological features. Whilst these objectives are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.

Urban Greening Factor

6.10.11 London Plan 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.

6.10.12 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. The development achieves an urban greening factor of 0.42 which exceeds the minimum target set out in the London Plan. This is an improvement from the existing urban greening factor of 0.36.

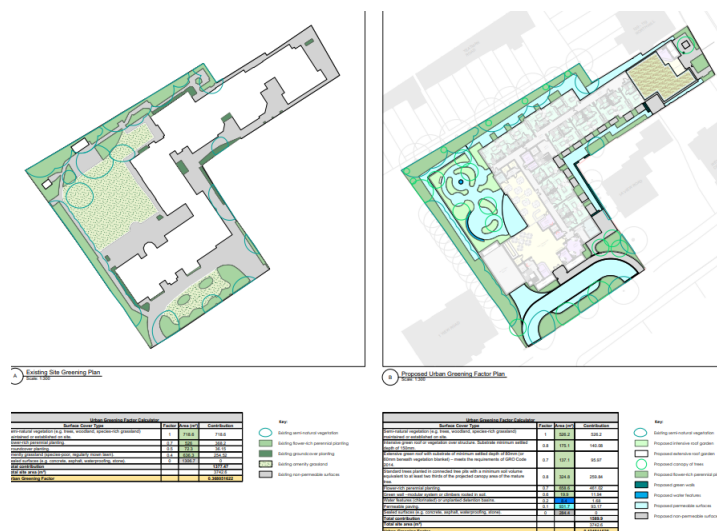


Fig 2 – Urban greening factor comparison plan

6.11 Water Management

Flood Risk and Drainage

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

6.11.2 The site is within Flood Zone 2, which is land defined as being at medium risk of flooding. The rainfall calculations within the drainage strategy have therefore been updated and the attenuation tank has increased in size. The Council's Drainage Officer has reviewed the updated data and is satisfied. The proposal therefore satisfies relevant planning policy and is acceptable in this regard.

6.11.3 Thames Water raises no objection with regards to foul water sewerage network infrastructure, surface water network infrastructure capacity, water network and water treatment infrastructure capacity. Thames Water recommend an informative regarding Thames Waters underground assets and water pressure

6.11.4 As such, it is considered that the proposal is acceptable in terms of its water management arrangements subject to the relevant informative being imposed.

6.12 Air Quality and Land Contamination

Air Quality

6.12.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that future occupants would experience acceptable air quality with pollutant concentrations below the air quality objectives. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies

6.12.2 Officers have reviewed this assessment and agree that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the Air Quality and Dust Management Plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers.

Land Contamination

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

6.12.4 Prior to redevelopment of the site a desktop study will need to be carried out and include the identification of previous uses, potential contaminants that might be expected, give those uses, and other relevant information.

6.12.5 As such, the Pollution Officer raises no objections to the proposal subject to the relevant conditions being imposed in respect of land contamination and unexpected contamination and an informative regarding asbestos should consent be granted.

6.13 Employment

6.13.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD

requires all major developments to contribute towards local employment and training.

6.13.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement should permission be granted.

6.13.3 As such, the development is acceptable in terms of employment provision.

6.14 Fire Safety

6.14.1 London Plan Policy D12 states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The applicant has submitted a fire safety strategy report which confirms that that fire safety details are sufficient for the purpose of planning. A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.15 Conclusion

- The scheme optimises the potential of the site for a new modern care home (Class C2);
- The care home facility would provide traditional long-term accommodation for senior care (including dementia palliative care), a well-being and physiotherapy centre and an area for residents to recuperate from surgery that will include specialist staff and tailored care;
- The impact of the development on residential amenity is acceptable;
- There would be no significant adverse impacts on the surrounding highway network or on car parking conditions in the area;
- The proposed development would preserve and enhance the character and appearance of the Conservation Area and not cause harm to it, it would be a high-quality design of an appropriate scale to its context and would respect the visual amenity of the streetscape and locality generally;
- The proposed scheme will be more sustainable and energy efficient than the existing buildings;
- The proposed development would result in the loss of 7 low grade trees but would be replaced with 8 newly planted trees - ensuring there is no net loss off trees. The 8 new trees will form part of a high quality and comprehensive landscaping scheme as part of the proposed development;
- The scheme would provide a number of section 106 obligations.

6.15.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information provided the proposal is subject to a NIL rate for CIL.

8.0 RECOMMENDATIONS/ PLANNING CONDITIONS & INFORMATIVES

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal Agreement

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

01, 02, 11, 91, 92, 93 ,94, 101, 102, 103, 104 Rev A, 105 Rev A, 106 Rev A, 111 Rev C, 112 Rev B, 113 Rev C, 114 Rev C, 115 Rev A, 116, 121, 122, 131, 132, 133, 135, 136, 137 Rev B, 141, 151 Rev A.152 Rev A, 153 Rev A, 154, 155, 156 Rev A, 157 Rev A, 158 Rev A, 159 Rev A, 160 Rev A, 161 Rev A, 162 Rev A, 163 Rev A, 165, 166, 167

Documents

Air Quality Assessment, November 2021 (Air Quality Consultants), Drainage Statement and Drainage Strategy, November 2021 (Ardent Consulting Engineers), Daylight and Sunlight Report, November 2021 (Delva Patman Redler), Design & Access Statement, November 2021 and Amended Design & Access Statement, May 2022, Planning Construction Method Statement, November 2021 (Elite Designers), Basement Impact Assessment, January 2022 (Soils Ltd and Elite Designers), Statement of Community Involvement, November 2021 (Forty Shillings), Illustrative Landscape Masterplan, November 2021 (Guarda Landscape), Landscape General Arrangement, November 2021 (Guarda Landscape), Planting Schedules, November 2021 (Guarda Landscape), Urban Greening Factor Plan, November 2021 (Guarda Landscape), Circular Economy

Statement, November 2021 (Hodkinson Consultancy), Dynamic Overheating Report, November 2021 (Hodkinson Consultancy), Energy Statement, November 2021 (Hodkinson Consultancy), Sustainability Statement, November 2021 (Hodkinson Consultancy), Whole Life Carbon Assessment, November 2021 (Hodkinson Consultancy), GLA Whole Life Carbon Assessment Template, November 2021 (Hodkinson Consultancy) Fire Statement, November 2021 (Innovation Fire Engineering), Heritage Assessment, November 2021 (KM Heritage), Transport Assessment, November 2021 and Transport Addendum, March 2022 (Markides Associates), Planning Statement, November 2021 (ND Planning), Topographical Survey, March 2021 (Malcolm Hughes Chartered Land Surveyors), Arboricultural Impact Assessment, November 2021 and Updated Arboricultural Impact Assessment, March 2022 (Tyler Grange), Ecological Impact Assessment, November 2021 (Tyler Grange)

Reason: In order to avoid doubt and in the interests of good planning.

- 3 Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of balustrade

Shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted.

Samples of brickworks, windows, roof, glazing, balustrade, should also be provided. A schedule of the exact product references for other materials. The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017

4. Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval of the development hereby approved. Once approved the details shall be provided as agreed.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017.

- 5 Prior to the commencement of the development above slab level full details of both hard and soft landscape works that shall achieve an urban greening factor of 0.4 shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- e) Proposed and existing functional services above and below ground (e.g. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- f) Planting plans;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- i) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- j) Any new trees and shrubs to be planted together with a schedule of species.

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D4 and G1 of the London Plan, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

- 6 Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

- 7 No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

- 8 Prior to the commencement of above ground works to each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Reason: To ensure a safe and secure development and reduce crime.

- 9 Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.

Reason: To ensure a safe and secure development and reduce crime

- 10 Before development commences other than for investigative work:
 - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.

- b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 11 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 12 A No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

- B An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

- 13 A Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst

B Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;

- iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”

- 14 Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

- 15 Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority.
The details shall include:

- a) location of the energy centre;

- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)
- f) details of CHP engine efficiency

The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.

- 16 Prior to the commencement of above ground works a Construction Ecological Management Plan incorporating the mitigation and enhancements options from the Bat survey report shall be submitted to and approved, in writing, by the Local Planning Authority

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan (2015), Policy SP13 of the Haringey Local Plan.

- 17 Prior to the commencement of above ground works a Landscape Ecological Management and Maintenance Plan to ensure the safeguarding of the proposed net gain shall be submitted to and approved, in writing, by the Local Planning Authority

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan (2015), Policy SP13 of the Haringey Local Plan.

- 18 The development hereby approved shall be constructed in accordance with Plan 2 -Tree Protection Plan prepared by Tyler Grange (Drawing No. 13786_P05 Rev A)

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed.

- 19 No development should take place until a arboricultural method statement for any works within the root protection areas is submitted to and approved in writing by the Local Planning Authority

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

- 20 Prior to the commencement of above ground works a Landscape Plan and aftercare programme shall be submitted to and approved, in writing, by the Local Planning Authority

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy D4 and G1 of the London Plan, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

- 21 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Hodkinson (dated November 2021) delivering a minimum 62% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) for 100% space heating and minimum 70% hot water demand, and a minimum 14 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 29% reduction in carbon emissions, including details to reduce thermal bridging;
- Confirmation of the modelled heat losses from the heating pipework in corridors and bedrooms;
- Location, specification and efficiency of the proposed ASHPs (Seasonal Coefficient of Performance, Seasonal Performance Factor, Seasonal Energy Efficiency Rating), with plans showing the ASHP pipework and mitigation measures (noise, exhaust, visual);
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the units;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has/have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

22 All gas boilers that are to be installed throughout the development shall achieve a minimum seasonal space heating energy efficiency rating of 92% as defined under the Energy-related Performance Directive (ErP), without relying on additional technologies to control the operation of the boiler. The applicant shall demonstrate compliance by supplying installation specification within three months post-completion of the development. Once installed these boilers shall be operated and maintained as such thereafter.

The use of the gas boilers shall be restricted to 30% of hot water demand only during the operation of the development, if and when the capacity cannot solely be met by the air source heat pump system.

Reason: In the interest of reducing the impacts of climate change, in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

23 (a) Prior to above ground works, an updated Overheating Report modelling future weather files shall be submitted to and approved by the Local Planning Authority. The submission shall assess the future overheating risk and propose a retrofit plan. This assessment shall be based on the Dynamic Overheating Report prepared by Hodkinson (dated November 2021).

This report shall include:

- Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for: DSY1 2050s, high emissions, 50% percentile;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and

ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy.

(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Natural ventilation
- MVHR with summer bypass
- Glazing g-value of 0.30
- External shading including pergola structures on internal courtyard
- No active cooling (except for specialist dayrooms, foyer and restaurant).

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy S14 and Local Plan (2017) Policies SP4 and DM21.

24 (a) Prior to the commencement of development, details of the living roof(s) must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roof(s) will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vi) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof(s) have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

25 (a) Prior to commencement of development, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Within three months prior to occupation of development, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

26 No development shall take place, including any works of demolition, until details regarding the movement monitoring that will be undertaken at the adjacent properties is submitted to and approved in writing by the Local Planning Authority to demonstrate how the contractor will mitigate the following;

Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017

- 27 No development shall take place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority

Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017

- 28 Cycle parking must be provided in line with the London Plan and the design and implementation must be in line with the London Cycle Design Standards as produced by TfL.

Reason – to ensure high quality long and short stay cycle parking for employees and visitors and contribute towards the uptake of active travel modes

- 29 A Construction Logistics Plan will be required, to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include:

- a survey of the existing conditions of adjacent public highways;
- an assessment of the cumulative impacts of demolition and construction traffic;
- details of the likely volume of demolition and construction trips and any mitigation measures;
- site access and exit arrangements including wheel washing facilities and swept paths where required;
- vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
- proposed temporary access and parking suspensions and any temporary access and parking solutions required;
- Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
- methods for of protection of adjacent highway infrastructure; and,
- an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site.

Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development.

- 30 The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre.

Reason- To reduce the number of trips generated by the development and the resulting car parking demand on local roads.

- 31 The outpatients facility should only be opened to patients between the hour of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day.

Reason - To reduce the number of trips generated by the development and the resulting car parking demand on local roads.

- 32 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

- 33 Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use".

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties

- 34 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the care home shall be occupied by Use Class C2 only with a smaller component accounting for a well-being and physiotherapy centre. and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

- 35 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development.

- 36 The proposed development should include appropriate fire safety solutions and represent best practice in fire safety planning in both design and management and should include a more detailed fire strategy/fire engineered design in order to satisfy Part B of the Building Regulations – Fire Safety. This will be subject to a more detailed check by Building Control and the Fire Authority.

Reason: In the interest of fire safety to comply with London Plan Policy D12

- 37 Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant or equipment does not cause nuisance within any residential unit or noise sensitive premises.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

Informatives:

INFORMATIVE:

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE :

Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday

- and not at all on Sundays and Bank Holidays.

INFORMATIVE:

Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE:

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE:

The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE:

Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE:

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE:

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to

Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

INFORMATIVE:

Thames Water will aim to provide customers with a minum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE:

There is Institution of Structural Engineers Guidance for the design and detailing of ramps and underground car parks and the applicant will need to adhere to this.

Appendix 1 Consultation Responses - internal and external consultees and Neighbour Representations

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>Thank you for asking for my comments on this application. I have been involved in extensive pre-application discussions on these proposals, in addition to two Haringey Quality Review Panel (QRP) reviews, and am confident it is an excellent design of the highest quality, eminently suitable for the sensitive location and proposed use.</p> <p>Specifically, the proposals would replace an ad-hoc series of modified and outdated purpose built buildings that make little contribution or act as detractors from the Conservation Area, with contemporary specialist care accommodation designed to accommodate sensitive users to the highest modern standards, in a building of architecture that adapts to the different contexts of the different sides of the development. The North Hill frontage takes the form of a contemporary reinterpretation of the prevailing Georgian architecture, particularly as found in the Statutory Listed adjacent terrace immediately to the north of the site, whilst the View Road frontage takes the form of a contemporary reinterpretation of the Arts & Crafts architecture of many of the original grand detached houses in that street, including the immediate neighbour to the west.</p> <p><u>Massing and Roofscape</u> All the specific concerns raised by officers and the QRP have been satisfactorily addressed. The roof line and roof profile has been improved by reducing the ridge level of the two side wings facing View Road, with the proportion hipped made more comfortable, a gabled bay introduced on the garden side, and roof top plant has been relocated from the flat roofed area between the north Hill block and the main block to a secluded area within the pitched roofed volume, making it virtually invisible and any sound well dampened from any neighbours. Overall, the pitched roof form will appear from View Road and surrounding properties to be in a comfortable proportion in relation to the building. The panel welcomed the footprint and North Hill massing and officers agree that the proposed footprint, massing and roofscape are all appropriate.</p> <p><u>Landscape Design</u></p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>As the QRP notes, the proposal involves some modest reduction on overall area devoted to landscaping compared to the lavishly landscaped existing former care home, but following modifications is pulled well away from boundaries to neighbours' gardens and is in any case well screened by trees on all those boundaries. The concepts and details proposed for landscape design have been welcomed by the panel and officers, and will be further controlled in conditions.</p> <p><u>Scheme layout and quality of accommodation</u> A major change since the last QRP was to, as requested by the panel, relocate the restaurant to the ground floor facing the main garden area, with various medical treatment suites moved to the lower ground. Communal spaces and terraces to the upper floors have also been refined so that the main garden elevation will be animated by those main social, communal rooms and terraces. Circulation and layout of the treatment suites in the North Hill block have also been refined, including improving natural light to circulation, with servicing and refuse storage better defined and disguised. Overall the panel and officers agree that the quality and layout of proposed accommodation is now excellent.</p> <p><u>Architectural Expression</u> Since the last QRP there have been further refinements to the architectural expression, materials and architectural detailing, in consultation with officers, local ward members and Historic England, to all their satisfaction. This has included simplification of the northern elevation, replacing the proposed green wall with fenestration to circulation and brick recesses, and enriching detailing to both entrances, window surrounds, gables to View Road and walls to landscaping, especially in front of lightwells. All the above agreed that these changes were preferable and more successful to excessive use of use of different coloured bricks, resulting in a calm, well proportioned and well detailed proposal that responds well to different contexts.</p> <p>Other ideas discussed by the QRP included memory of Mary Fielding in the architecture, and the applicants have stated this will be done through artwork. The panel also suggested retention of the existing 1960s "brutalist" North Hill block on grounds of embodied carbon, but officers have always been supportive of its replacement, on grounds of its rather ugly architecture currently being a detractor from the conservation area, in the immediate context of a listed Georgian terrace, to which the proposed North Hill block, a contemporary reinterpretation of Georgian architecture. Overall, the applicants have produced detail on their low carbon design and environmental sustainability to the satisfaction of specialist officers.</p> <p><u>Conclusions</u> The proposals would replace existing buildings of varied quality in consistent high quality designs in contemporary reinterpretations of the local context Georgian and Arts & Crafts architecture, of a compatible and appropriate scale to the context, elegantly proportioned, in attractive, appropriate</p>	

Stakeholder	Question/Comment	Response
	<p>materials and detailing, set in lush, high quality landscaping. Screening vegetation and distances will protect neighbours privacy, daylight and sunlight, and the quality of accommodation provided by the proposal will be spacious, comfortable, well laid out, well day lit and well connected to its landscaped setting.</p>	
Conservation	<p>This generous development site sits within Highgate Conservation Area and spans across North Hill and View Road, two thoroughfares with a different yet complementary historic townscape and character.</p> <p>On North Hill the existing care home building is flanked by a listed terrace, whereas it is adjoined on View Road by a locally listed house.</p> <p>The townscape along North Hill is characterised by the varied and down-sloping topography of The Bank, by the spacious road section, three to four storey buildings of various age well set-back from the pavement behind their front gardens.</p> <p>The main elevation of the existing office building of the Mary Feilding Guild Care Home fronts North Hill and forms part of this townscape.</p> <p>The existing office building on North Hill is linked through a series of utilitarian extension buildings to the original 1920's care home building fronting View Road; despite various side and rear alterations this historic building is deemed to be a positive contributor to the character of the CA.</p> <p>View Road is a quiet residential street where several listed and locally listed large houses comfortably set in large sites are complemented by leafy front gardens and generous, deep rear gardens and contribute to a more suburban character than the busy North Hill.</p> <p>The proposed redevelopment of the Mary Feilding Guild Care Home rests on a thorough assessment of the architectural proportions, quality, heritage significance and conditions of the existing buildings and their site, a careful analysis of the existing topography and gardens forming part of a well-rounded and comprehensive site analysis.</p> <p>Both contextual analysis and the assessment of susceptibility to change and reuse of the original care home have demonstrated the need for and the benefits descending from the replacement and coherent redesign of both existing buildings, poorly proportioned and difficulty accessible interiors, dull office building fronting North Hill and scarcely accessible gardens. The loss of the much-altered original 1920s care home which provides a modest contribution to the character of the area along View Road would have a negligible negative impact on the character of the area and would lead to a low level of</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>less than substantial harm that would be outweighed by the improved care home services and design quality that the proposed scheme provides.</p> <p>This contextual awareness and a solid experience in the design of specialist care homes have been the basis for a sound and successful design exploration aimed at maximising the site potential and providing an optimal level of accommodation with related amenities and a sensitive response to the historic townscape and urban context of the Conservation Area. The extensive pre-application discussion with council officers, review and local groups has informed a very specific design proposal that extends across the site replacing and optimising the footprint, plan form, masses and heights of the existing building, with a carefully proportioned new care home building that would benefit from a fully reconfigured and accessible soft and hard landscaped garden space that will pleasantly complement the architectural design of the new buildings. The whole project has been sensitively shaped, both externally and internally by the need to complement the historic townscape of the conservation area respectively on its North Hill and View Road frontages while expressing the genuinely contemporary character of the new care home.</p> <p>The proposed office building along North Hill retains the proportions of the existing one, which is bland and monolithic and offers a straightforward opportunity for improvement. The proposed design seizes this opportunity to enhance forms, functions, and setting of the listed terrace and introduces an interesting articulation of heights and masses and a facade design inspired by the adjacent Georgian terrace and softened by the elegantly multifaceted brickwork façade. The proposal has been carefully shaped and assessed in views across the conservation area along North Hill and by virtue of its sensitive design approach, it fully respects the architectural primacy and legibility of the listed terrace in its urban context and is supported from conservation grounds.</p> <p>The care home building fronting View Road respects the height of neighbouring houses and has been designed as contemporary reinterpretation of a suburban villa with symmetric façade, generous fenestration and an interesting roof articulation that draws inspiration from the traditional roofs, dormers, and prominent gables of the adjacent buildings. The subtly elaborated brick façade would be complemented by the soft landscaped garden hidden behind the retained boundary wall located on a raised street level along View Road where the proposed building will positively complement its varied context while retaining a number of established features of this part of the conservation area such as the enclosed nature of the View Road building, the suburban, residential, verdant character of View Road as well as featuring the established architectural forms and materials reinterpreted in a more contemporary key. The building fronting View Road is supported from the conservation perspective with encouragement to further refine the façade treatment, dormers, and porch.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed development has been rooted in deep understanding of the site potential and full awareness of the value of its heritage setting. It is a design proposal that creatively seizes the opportunities offered by this challenging and multifaceted heritage site through a conservation-led, context-responsive, well-articulated design concept that provides a specialist development response to this part of the conservation area, a well- founded design response that can be certainly refined and honed at detailed design stage.</p> <p>The submitted scheme will lead to a very low, less than substantial harm to the significance of the Conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and is therefore fully supported.</p>	
Transportation	<p><u>Application Proposal</u> This application seeks to demolish the existing Mary Feilding Guild Care Home which closed during 2021, and construct a new 70 bedroom care home with wellbeing and physiotherapy centre. Basement parking with 17 spaces is also proposed, created by extending the existing basement at the site.</p> <p>The existing home accommodated 43 rooms and was closed as considered unviable by the current owners.</p> <p>The new home will operate over 4 floors plus the basement, with reception on the ground floor, elderly care bedrooms on the first floor, dementia care on the second floor and the wellbeing centre on the third floor. Of the 70 rooms proposed, 43 will be for long stay patients and 27 short stay for post operative recuperation.</p> <p>The well being centre will include a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon. There will be a mix of inpatient and outpatient/public use for these facilities.</p> <p><u>Location and access</u> The site is located to the western side of North Hill, at the junction of North Hill with View Road (to the northern side of the junction). The site has frontages to both North Hill and View Road.</p> <p>The site has a PTAL value of 3, considered 'moderate' access to public transport services. 5 different bus services are accessible within 2 to 8 minutes walk of the site, and Highgate Underground Station is a 9 minute walk away.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate.</p>

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	<p>It is also located within the Highgate Outer CPZ, which has operating hours of 10.00 to 12.00 Monday to Friday.</p> <p>At present there are two vehicle crossovers/accesses off view Road and one off North Hill. There are 3 parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.</p> <p>It is intended to retain the two crossovers off View Road to facilitate access to a drop off facility and also the basement parking. These appear to be retained as existing, there is no reference in the application to any physical changes to these highway accesses.</p> <p>The existing access on North Hill is no longer required, so the applicant will need to enter into the appropriate Highways Act Agreement to meet the physical and administrative costs of reinstating the crossover to full height kerb and footway. This can be covered by the S106 for the development.</p> <p>Pedestrian access will be primarily from the View Road side of the care home however it will also be possible from North Hill side of the site.</p> <p><u>Transportation Assessment</u></p> <p>A Transportation Assessment accompanied the application, a number of queries arising from this have been examined and discussed with the applicant, and a subsequent Transport Statement Addendum has been drafted and submitted by the applicant during March 2022 to update the proposals to reflect these discussions. Overall there will be an uplift in transportation demands and activity at the site given the expansion in room numbers and other services that will be available as proposed.</p> <p><u>Trip generation.</u></p> <p>The existing facility was a 43 bed care home, and with this larger proposal, and associated other facilities (wellbeing and physiotherapy centre), an uplift in trips to and from the site will occur.</p> <p>It is detailed that there will be 82 members of staff overall, with a maximum 38 employees at the care home during the 0900 – 1400 period, and up to 67 daily attendees for outpatient physiotherapy sessions at the wellbeing facility (operating 0700 – 1900). The Gym will be able to accommodate up to 13 users at any time.</p> <p>The application TA originally detailed the following with respect to predicted trips;</p> <ul style="list-style-type: none"> • <i>218 two way trips daily, by all modes, 15 in the AM peak and 13 in the PM Peak hours.</i> • <i>26 two way trips are predicted for the busiest hourly period during the day (1400 – 1500)</i> 	

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	<ul style="list-style-type: none"> • <i>Staff car mode share predicted to be 15% based on census journey to work records (9%) and TRICS survey information (10%), however this has been increased for robustness</i> • <i>A 10% turnover of patients is expected by day (7 arrivals/departures) with patient transport by ambulance</i> • <i>Visiting hours are to be 0900 – 1400 and 1800 – 1900, with 30% of patients having visitors per day. The TA assumes all patient visitors will drive to the care home.</i> • <i>The well being centre mode share is predicted to be 25% by car, based on a mix of gym users (expected to not use cars on the whole) and a proportion of rehab visitors using cars due to their medical difficulties.</i> <p>Following review of the trip generation predictions, Transportation have queried a number of aspects of it, which have been discussed with the applicant, and revised trip generation assumptions have now been provided within the transport addendum. These are as follows;</p> <ul style="list-style-type: none"> • Transportation consider that the 15% mode share proposed for staff is an underestimate, particularly with respect to staff that work shifts and travel in from outside of the Borough. The applicant has subsequently revisited this within the addendum taking into account journey to work census data from adjoining Boroughs and revised the mode share upwards to 41% for car journeys to work. • Evidence relating to visitor trips was requested to underpin the trip generation assumptions. • The gym was originally expected to be open for wider public use, however the applicant has now revised their proposals to no longer include ‘walk in’ use by the general public. <p><u>Car parking arrangements</u> At present, the site has 5 off street parking spaces accessed off North Hill.</p> <p>Basement car parking (17 spaces) is proposed at the site. 2 blue badge spaces are included along with two larger bays able to be converted to blue badge if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. This bay can also be used for informal drop off and pick ups. 2 electric vehicle charging spaces are shown, there are no specific requirements in the London Plan or charging point provision for care homes.</p> <p>The ramp appears to start within the site several metres from the View Road crossover, and it is not expected that the proposed arrangement will create any highway or safety issues. The ramp appears to be able to accommodate two way vehicle movements and it is expected cyclists will access the</p>	

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	<p>basement long stay cycle parking via the ramp or alternatively use one of the lifts. There is Institution of Structural Engineers Guidance for the design and detailing of ramps and underground car parks and the applicant will need to adhere to this.</p> <p><u>Car trips predicted to and from the site</u> Based on the revised 41% mode share for employees, the peak arrival numbers by staff driving is 13 vehicles during the period 0730 to 0800, and 12 vehicles during the period 1330 to 1430. The applicant considers these demands can be met by the parking available within the site.</p> <p>With respect to car trips made by visitors, the TA proposed similar to other surveyed sites, a rate of 30% visitors per day which would result in 22 car arrivals during visiting hours. The accumulation shows the peak numbers of cars attending in any hour to be 7 during the period between 12.00 and 14.00</p> <p>In addition to the above, there will also be car trips made by physiotherapy outpatients, during the period 0800 – 1830, and with 10 practitioners able to see 10 patients per hours/appointment, there will be additional car trips requiring parking during these periods.</p> <p>Taking the above components of car trips to and from the site into account, a revised vehicular trip generation has been derived within the transport addendum and this now predicts a peak car parking demand from the site for 39 vehicles during the 1300 – 1400 period, creating on street parking demands for 22 parking spaces.</p> <p><u>Local parking conditions and parking stress survey</u> The TA includes a parking stress survey, carried out for different daytime periods to match the AM/PM Peaks and expected shift changeovers. Recorded local parking levels are quite variable with some streets during the daytime appearing to be relatively low, with stresses off 28% to 38% recorded on View Road, 38 spaces available out of 61 on the road at the busiest time. It is also noted that very high stresses are recorded on North Hill Avenue, Church Road and Toyne Way, with stresses recorded upwards of 80% and up to 97% on these roads (based on a 5m car length).</p> <p><u>Car Parking impacts and mitigation required</u> With the revised trip generation applied and predicted numbers of cars that will attend either as employees, visitors or therapy/physio outpatients, there will be additional parking demands generated on street.</p> <p>There are very high parking stresses recorded on some streets within the stress survey and the predicted impacts arising from this proposal will need to be mitigated and managed. Therefore, it will</p>	

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	<p>be appropriate for the following conditions and S106 contribution to be required should this be granted consent;</p> <ul style="list-style-type: none"> • The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre. • The outpatients facility should only be opened to patients between the hours of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day. • The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area. <p><u>Cycle parking</u> London Plan standards for care homes require 1 long stay space per 5 FTE staff and 1 visitor space per 20 bedrooms. The proposed provision numerically meets that. 8 long stay spaces are proposed for location in the basement, accessed via the ramp or alternatively from one of the available lifts to the basement.</p> <p>There is also the gym to be provided with this development, which will be able to be used by external individuals who book (no 'walk ups'). The London Plan requires 1 space per 8 staff, the staff numbers for the centre include gym staff so the long stay cycle parking for them is included. Short stay for the gym requires two spaces.</p> <p>Short stay spaces are to be provided at ground floor level and these appear to be located adjacent to the bin stores. 5 are referred to in the TA, however the waste arrangements drawing indicates ten spaces, it would seem that 4 are required for the care home and two for the gym, this does need to be clarified.</p> <p>The usage of cycle parking will be monitored under the travel plan and if demand requires Additional cycle parking will be able to be provided within the site.</p> <p>Full details of the proposed cycle parking arrangements will be required for review and approval prior to commencement of the development construction works and this can be covered by a pre commencement condition. Dimensioned drawings showing centres, spacing, manoeuvring space and</p>	

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	<p>the like are required along with details of the system intended for use. All cycle parking will need to be designed to meet the requirements of the London Cycles Design Standards as produced by TfL.</p> <p><u>Deliveries and servicing</u> 4 delivery and servicing trips are predicted per day. A delivery bay is included within the basement for visiting service vehicles, and the ground level drop off bay can also be used. Servicing activity takes place from both North Hill and View Road at present, however with this proposal is it intended to take place from View Road Only, accommodated off of the highway.</p> <p><u>Refuse and recycling storage and collections</u> A private contractor will be used to make refuse and recycling collections, using a smaller vehicle than those used by the Council, and collections will be made from within the site utilising the internal drop off bay accessed off View Road.</p> <p><u>Travel plan</u> A full Travel Plan is appropriate for this development proposal, to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development and is in line with the Councils Local Plan Policies SP1, SP4 and SP7. Provision of a Travel Plan is referenced within the TA, including a mechanism to monitor cycle parking and provide more if demands require. This can be covered by the S106 and a Travel Plan monitoring fee will be required.</p> <p><u>Construction phase</u> A comprehensive Construction Logistics Plan will be required for this development, and a condition requiring a detailed draft for submission and approval 3 months prior to proposed commencement of the works will be required.</p> <p>The applicant will need to detail how impacts on the public highway and adjacent neighbours will be minimised and managed, and it is strongly recommended the applicant engages with Haringey's Network Management officers to discuss and agree any temporary measures, routing to and from the site, and especially with regards to Highgate Primary school which is close by to the site.</p> <p><u>Conclusion</u> This application is for redevelopment of the Mary Feilding Guild Care Home site in Highgate, to provide a larger care home with accompanying wellbeing centre. A basement car park with 17 spaces is also included in the proposal.</p> <p>From the transportation perspective, this will increase trips compared to the previous establishment, but not to any extent that will be problematical for the capacity or functioning of local highway and</p>	

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	<p>public transport networks. The onsite car parking should meet almost all of the potential demands from employees, however external parking demands will be generated by the combination of visitors and those attending the therapy and wellbeing services. These external demands will raise parking stresses in the locality of the site and will require mitigation as referenced earlier in this response, including restrictions on aspects of the services running at the site, and a financial contribution to investigate, design and implement parking management measures to manage these impacts.</p> <p>Long stay cycle parking is provided to meet London Plan standards, there is some ambiguity about the short stay provision however and this needs to be clarified. The details can be covered by a pre commencement cycle parking condition. All delivery and servicing, and refuse/recycling collections appear to be able to be accommodated off of the highway as well which is welcomed.</p> <p>Transportation has no objection to this application subject to the following;</p> <p><u>Conditions</u></p> <ol style="list-style-type: none"> 1. Cycle parking must be provided in line with the London Plan and the design and implementation must be in line with the London Cycle Design Standards as produced by TfL. <p>Reason – to ensure high quality long and short stay cycle parking for employees and visitors and contribute towards the uptake of active travel modes</p> <ol style="list-style-type: none"> 2. A Construction Logistics Plan will be required, to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include: <ul style="list-style-type: none"> • a survey of the existing conditions of adjacent public highways; • an assessment of the cumulative impacts of demolition and construction traffic; • details of the likely volume of demolition and construction trips and any mitigation measures; • site access and exit arrangements including wheel washing facilities and swept paths where required; • vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips; • proposed temporary access and parking suspensions and any temporary access and parking solutions required; • Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements; • methods for of protection of adjacent highway infrastructure; and, • an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site. 	

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	<p>Works shall only be carried out in accordance with the approved Construction Logistics Plan. Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development.</p> <p>3. The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre. Reason- To reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p> <p>4. The outpatients facility should only be opened to patients between the hour of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day. Reason - To reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p> <p><u>S106 Obligations</u></p> <p>1. The applicant will be required to submit a travel plan no less than 3 months before the development is occupied and will be required to pay a travel plan contribution of £2k per year for a period of 5 years.</p> <p>2. The applicant will be required to enter into a Section 278 Agreement with the Highway Authority Reinstatement of redundant crossover in North Hill at the former access, and meet all of the Council's costs.</p> <p>3. The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area.</p> <p>4. The development will need to be formally designated as 'permit free' with respect to the issue of Business Permits for the CPZ, with the applicant meeting the Council's costs of £4,000 to administer.</p>	
Lead Pollution	Having considered all the relevant supportive information on pollution especially the Air Quality Assessment Report with reference J10/13064/10/1/F2 prepared by Air Quality Consultants Ltd dated 26 th November 2021 taken note of sections 4 (Assessment Approach), 5 (Baseline Conditions), 8 (Air	Comments noted. Conditions/informative included

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	<p>Quality Neutral), 9 (Mitigation) and 10 (Conclusions), Energy Statement Report dated November 2021 with the proposed use of Air Source Heat Pumps and Gas Boilers as the main source of energy as well as considering the nature of the proposed development end use, landscapes and garden plan, please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p>	

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	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. Demolition/Construction Environmental Management Plans</p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p>	

Stakeholder	Question/Comment	Response
	<p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); 	

Stakeholder	Question/Comment	Response
	<p>v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>5. Combustion and Energy Plant Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>6. Combined Heat and Power (CHP) Facility Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) f) details of CHP engine efficiency <p>The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p> <p>Informative:</p> <ol style="list-style-type: none"> 1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. <p>I hope the above clarify our position on the application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/521800.</p>	
Carbon Team	<p>Carbon Management Response 10/02/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Hodkinson (dated November 2021) • Dynamic Overheating Report prepared by Hodkinson (dated November 2021) • Sustainability Statement prepared by Hodkinson (dated November 2021) • Circular Economy Statement prepared by Hodkinson (dated November 2021) • Whole Life Carbon Assessment prepared by Hodkinson (dated November 2021) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 62% carbon dioxide emissions on site, which is supported in principle after clarifications are provided. Clarifications must also be provided in regard to the Overheating Strategy and there are concerns over the resiliency of this development in more extreme weather events,</p> <p>Appropriate planning conditions will be recommended once this information has been provided.</p> <p>2. Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p>	<p>Comments noted. Conditions and legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response																																										
	<p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 62.2% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 233.5 tonnes of CO₂ from a baseline of 375.5 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 69 tCO₂.</p> <table border="1" data-bbox="499 540 1608 833"> <thead> <tr> <th><i>(SAP10 emission factors)</i></th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>375.5</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>110.2</td> <td>29.3%</td> </tr> <tr> <td>Be Clean savings</td> <td>121</td> <td>32.2%</td> </tr> <tr> <td>Be Green savings</td> <td>2.3</td> <td>0.6%</td> </tr> <tr> <td>Cumulative savings</td> <td>233.5</td> <td>62.2%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>142</td> <td></td> </tr> <tr> <td>Carbon offset contribution</td> <td colspan="2">£95 x 30 years x 142 tCO₂/year = £404,700 + 10% management fee</td> </tr> </tbody> </table> <p>Energy – Lean</p> <p>The applicant has proposed a saving of 125.2 tCO₂ in carbon emissions (28.5%) through improved energy efficiency standards in key elements of the build (unclear which carbon factors). This potentially goes beyond the minimum 15% reduction respectively set in London Plan Policy SI2.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="499 1084 1665 1403"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m²K (above car park 0.15 W/m²K)</td> </tr> <tr> <td>External wall u-value</td> <td>0.18 W/m²K (wall to car park 0.25 W/m²K)</td> </tr> <tr> <td>Roof u-value</td> <td>0.15 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.80 W/m²K</td> </tr> <tr> <td>Window u-value</td> <td>1.30 W/m²K</td> </tr> <tr> <td>G-value</td> <td>0.30</td> </tr> <tr> <td>Air permeability rate</td> <td>5 m³/hm² @ 50Pa</td> </tr> <tr> <td>Ventilation strategy</td> <td>Mechanical ventilation with heat recovery (MVHR >85% efficiency)</td> </tr> <tr> <td>Low energy lighting</td> <td>100 lum/Watt</td> </tr> </tbody> </table>	<i>(SAP10 emission factors)</i>	tCO ₂	%	Baseline emissions	375.5		Be Lean savings	110.2	29.3%	Be Clean savings	121	32.2%	Be Green savings	2.3	0.6%	Cumulative savings	233.5	62.2%	Carbon shortfall to offset (tCO₂)	142		Carbon offset contribution	£95 x 30 years x 142 tCO ₂ /year = £404,700 + 10% management fee		Floor u-value	0.10 W/m ² K (above car park 0.15 W/m ² K)	External wall u-value	0.18 W/m ² K (wall to car park 0.25 W/m ² K)	Roof u-value	0.15 W/m ² K	Door u-value	1.80 W/m ² K	Window u-value	1.30 W/m ² K	G-value	0.30	Air permeability rate	5 m ³ /hm ² @ 50Pa	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR >85% efficiency)	Low energy lighting	100 lum/Watt	
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	<p>Energy – Green As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (included under Be Clean) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 2.3 tCO₂ (0.6%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 14 kWp. The array of panels would be mounted the third-floor roof at a 15° angle, facing south-west/south-east.</p> <p>3. Carbon Offset Contribution A carbon shortfall of 142 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years: £404,700 + 10% management fee.</p> <p>4. Overheating 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.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment, and the cooling hierarchy has been followed in the design. The report has modelled:</p> <ul style="list-style-type: none"> - 11 bedrooms under CIBSE TM59 - 3 communal areas (ground floor central hub, 2nd floor dining room, 2nd floor lounge) under CIBSE TM52 - Using the TM49 London Heathrow files, high emissions, 50% percentile scenario - Assessed against Category I criteria of the adaptive method (vulnerable occupants). <p>Results are listed in the table below.</p> <table border="1" data-bbox="499 1317 1703 1408"> <thead> <tr> <th data-bbox="499 1317 701 1408"></th> <th data-bbox="701 1317 1068 1408">Number of habitable rooms pass TM59 (bedrooms)</th> <th data-bbox="1068 1317 1346 1408">Number of spaces pass TM52 (communal areas)</th> <th data-bbox="1346 1317 1703 1408">Number of corridors pass</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 1408 701 1408"></td> <td data-bbox="701 1408 1068 1408"></td> <td data-bbox="1068 1408 1346 1408"></td> <td data-bbox="1346 1408 1703 1408"></td> </tr> </tbody> </table>		Number of habitable rooms pass TM59 (bedrooms)	Number of spaces pass TM52 (communal areas)	Number of corridors pass					
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	DSY1 2020s	11/11	3/3	
DSY2 2020s	1/11	0/3	Not modelled	
DSY3 2020s	0/11	0/3		
<p>All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Natural ventilation - MVHR – stated in Energy Strategy - Glazing g-value of 0.30 - External shading: balconies and some pergola structures (on internal courtyard only) - No active cooling <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none"> - Replacement windows with higher thermal performance (such as triple glazing and/or panes with a lower g-value); - Installing solar reflective internal blinds - Allow for installation of active cooling in ceiling voids - Planting additional trees and green areas <p><u>Overheating Actions:</u></p> <p>Modelling inputs</p> <ul style="list-style-type: none"> - The overheating report does not mention anything about mechanical ventilation with heat recovery, has this been included? Does it have a summer bypass? - What are the openable areas of the windows? - What heat losses have been assumed from the communal heating pipework? - What secure by design measures have been included in the design to prevent the risk of crime to ground floor dwellings? Will these windows be openable at night? <p>Additional modelling</p> <ul style="list-style-type: none"> - Please model the top floor corridor. - The applicant should also model the ground floor café (south and westerly aspects). - The DSY1 2050s weather file has not been modelled and this should help inform what mitigation measures may be appropriate to implement now, and in the future (see the point below about resiliency in more extreme weather events). <p>Modelling results/mitigation measures</p>				

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	<ul style="list-style-type: none"> - The Energy Strategy notes that cooling is required for specialised rooms without specifying what that means and which rooms this would concern. This has not been cross-referenced in this report. The overheating assessment should first model the baseline without active cooling, and after all mitigation measures following the Cooling Hierarchy have been exhausted, can active cooling be proposed. - Although the spaces pass the minimum requirement with 2020s DSY1 weather file, future modelling shows a lack of resiliency against more extreme and different types of heatwaves. The applicant is strongly advised to improve the resiliency of this development as it concerns vulnerable residents. - In addition, the future mitigation measures are helpful, but can the applicant please demonstrate how this will improve the overheating results in the future? - Please demonstrate that sufficient space been left within the ceiling voids to install any necessary additional ventilation/cooling equipment. - Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating. - Confirm who will own the overheating risk when the building is occupied (not the residents). <p>5. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Will bicycle users have the opportunity to safely park and charge e-bikes if they have one? Some users may prefer e-bikes due to the hilly nature of Highgate. - It is noted that more car parking will be provided than cycle parking, please include justification for this difference in approach. - Climate change mitigation should also be considered for the external spaces (shading, etc) and the impact of the increase in severity and frequency of weather events on the building structures. <p><i>Non-Domestic BREEAM Requirement</i></p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p>	

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	<p>The applicant has also prepared a BREEAM Pre-Assessment Report for the care home. Based on this report, a score of 66.94% is expected to be achieved, equivalent to 'Very Good' rating.</p> <p>Living roofs 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.</p> <p>All landscaping proposals and living roofs should stimulate a variety of planting species. 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. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p>Biodiversity The development achieves an Urban Greening Factor of 0.42, which complies with the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>Whole Life Carbon Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement, however a report was submitted nevertheless.</p> <p>The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1" data-bbox="497 1096 1694 1318"> <thead> <tr> <th></th> <th>Estimated carbon emissions</th> <th>Meets benchmark?</th> </tr> </thead> <tbody> <tr> <td>Modules A1-A5</td> <td>445 kgCO₂e/m²</td> <td>Meets GLA target (800 kgCO₂e/m²) and aspirational benchmark (450-500 kgCO₂e/m²) Meets LETI aspirational target (500 kgCO₂e/m²)</td> </tr> <tr> <td>Modules B-C (excl. B6 and B7)</td> <td>331 kgCO₂e/m²</td> <td>Meets GLA target (400 kgCO₂e/m²) Misses LETI aspirational target (240 kgCO₂e/m²)</td> </tr> </tbody> </table> <p>Potential savings could amount to savings of 172 or 181 kgCO₂/m²GIA (two figures cited):</p>		Estimated carbon emissions	Meets benchmark?	Modules A1-A5	445 kgCO ₂ e/m ²	Meets GLA target (800 kgCO ₂ e/m ²) and aspirational benchmark (450-500 kgCO ₂ e/m ²) Meets LETI aspirational target (500 kgCO ₂ e/m ²)	Modules B-C (excl. B6 and B7)	331 kgCO ₂ e/m ²	Meets GLA target (400 kgCO ₂ e/m ²) Misses LETI aspirational target (240 kgCO ₂ e/m ²)	
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	<ul style="list-style-type: none"> - Reduced material use: concrete as finish, future dismantling, durable materials, maintenance and repair schedule - Recycled materials: innovative cement mixed, end-of-life concrete recycling, steel with high recycled content - Re-use of materials - Sustainable procurement <p><i>Circular Economy</i> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey 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.</p> <p>This application is not required to submit a full statement. The principles used for this development are:</p> <ul style="list-style-type: none"> - Material efficiency and lean design principles - Design adaptability and flexibility - Structural and fabric robustness and resilience - Material circularity, material procurement via leasing frameworks and enabling ease for disassembly and maintenance - Whole Life Cycle Carbon Assessments - Tenant and community engagement <p>The report sets out the Key Commitments and the draft Bill of materials (Table 4-2).</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - BREEAM Certificate - Living roofs - Biodiversity <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan and Sustainability Review 	

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	<ul style="list-style-type: none"> - Estimated carbon offset contribution (and associated obligations) of £404,700 (indicative), plus a 10% management fee (based on £2,850 per tonne of carbon emissions) <p>Carbon Management Response 15/03/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Comments on the CM response issued 10th February (dated 18 February 2022) • Relevant supporting documents. <p>Energy Strategy</p> <p>Be Lean The applicant has clarified the following:</p> <ul style="list-style-type: none"> - MVHR to serve office areas consult, gym, studios, barbers, hair and beauty, reception, shop, admin, café, manager, restaurant, servery, treatment/medical room, lounge, staff room and juice bar - Space heating demand at 8.87 kWh/m²/year seems low, how has this been calculated? - Cooling is only proposed for a few specialist rooms (not defined where), and not for bedrooms, transitory spaces or generally unoccupied spaces. <p>Be Clean The applicant has clarified the following:</p> <ul style="list-style-type: none"> - The ASHP will provide 100% of space heating requirement and 70% of the hot water provision. Gas boilers will supply the remaining demand at peak times (weekday mornings and evenings). <p>Overheating The applicant has clarified the following:</p> <ul style="list-style-type: none"> - MVHR and MEV has been included in the model. - Windows are assumed to be fully openable to a minimum 60 degrees. Secure by Design principles have been followed according to the applicant. Ground floor openable windows will be restricted to 100mm to ensure resident safety. - Heat loss calculations have not yet been undertaken. This will be conditioned. - Sufficient space is included in the ceiling voids for necessary ventilation/cooling equipment. It assumes an internal floor-to-ceiling height of 2.6m (basement and ground floor) or 2.4m (upper floors) with voids of c. 688mm and 588mm respectively. However, the London Design 	

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	<p>Guide advocates for minimum internal floor-to-ceiling heights of 2.5m, so the space would not be sufficient on upper floors.</p> <p>The applicant states that modelling of the top floor corridor is not required, which goes against requirements in the GLA Energy Assessment Guidance and CIBSE TM59. Only one of the corridors is required for testing, this will be conditioned.</p> <p>The applicant has not modelled DSY1 2050s weather file, which was requested at pre-application stage. The proposed mitigation measures for the future have also not been modelled. This will be conditioned.</p> <p>Conditions <u>Energy Strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Hodkinson (dated November 2021) delivering a minimum 62% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) for 100% space heating and minimum 70% hot water demand, and a minimum 14 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 29% reduction in carbon emissions, including details to reduce thermal bridging;</i> - <i>Confirmation of the modelled heat losses from the heating pipework in corridors and bedrooms;</i> - <i>Location, specification and efficiency of the proposed ASHPs (Seasonal Coefficient of Performance, Seasonal Performance Factor, Seasonal Energy Efficiency Rating), with plans showing the ASHP pipework and mitigation measures (noise, exhaust, visual);</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the units;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);</i> - <i>A metering strategy.</i> 	

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	<p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has/have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Gas boiler(s)</i></u> <i>All gas boilers that are to be installed throughout the development shall achieve a minimum seasonal space heating energy efficiency rating of 92% as defined under the Energy-related Performance Directive (ErP), without relying on additional technologies to control the operation of the boiler. The applicant shall demonstrate compliance by supplying installation specification within three months post-completion of the development. Once installed these boilers shall be operated and maintained as such thereafter.</i></p> <p><i>The use of the gas boilers shall be restricted to 30% of hot water demand only during the operation of the development, if and when the capacity cannot solely be met by the air source heat pump system.</i></p> <p><i>Reason: In the interest of reducing the impacts of climate change, in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Overheating</i></u> <i>(a) Prior to above ground works, an updated Overheating Report modelling future weather files shall be submitted to and approved by the Local Planning Authority. The submission shall assess the future overheating risk and propose a retrofit plan. This assessment shall be based on the Dynamic Overheating Report prepared by Hodkinson (dated November 2021).</i></p>	

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	<p><i>This report shall include:</i></p> <ul style="list-style-type: none"> - Further modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for: DSY1 2050s, high emissions, 50% percentile; - Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; - Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy. <p><i>(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - Natural ventilation - MVHR with summer bypass - Glazing g-value of 0.30 - External shading including pergola structures on internal courtyard - No active cooling (except for specialist dayrooms, foyer and restaurant). <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Living roofs</i></u></p> <p><i>(a) Prior to the commencement of development, details of the living roof(s) must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roof(s) will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i> <i>ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</i> <i>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> 	

Stakeholder	Question/Comment	Response
	<p><i>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vi) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof(s) have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u><i>BREEAM Certification</i></u></p> <p><i>(a) Prior to commencement of development, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Within three months prior to occupation of development, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p>	
<p>Flood and Water Management</p>	<p>Thank you for re-consulting us on the above planning application following a receipt of revised submission from the applicant.</p> <p>Having reviewed the submitted information via applicant's letter dated 11th February 2022, we are content with the information and we have no further comments to make on the above planning application.</p>	<p>Comments noted</p>
<p>Nature Conservation</p>	<p>Documents A Preliminary Ecological Appraisal for the Proposed Development (Tyler Grange Ecological Impact Assessment Report No. 13786_R01a_AP_CW), comprising a desk study search for baseline information on designated sites, habitats and protected species, and a Preliminary Bat Roost Assessment (PBRA) within the Site has been prepared to current good practice guidance covering relevant legislation and policy.</p> <p>Conclusion The development seeks to enhance ecological features and the proposed mitigation and enhancement measures can be secured by appropriately worded planning conditions;</p> <ul style="list-style-type: none"> • Approximately half the total area of scattered trees within the site will be retained and protected from works. Trees outside the boundaries of the site will be protected from development works. Those habitats of up to local ecological importance that are proposed to be subject to habitat loss (namely, scattered trees) will be more than mitigated through the proposed habitat creation. These enhancements will achieve a biodiversity net gain of +5.71% and are likely to offer nesting, foraging and commuting opportunities for species such as bats, birds, reptiles, amphibians and west European hedgehogs • The bat roost present within building B1 should be protected from disturbance and development activities until it can be carefully removed under a licence (such as a BLICL). An alternative roost location determined by the licenced ecologist should be provided as close to the previous roost location as possible, ideally integrated within building design. • Any vegetation removal should be undertaken outside of the core nesting bird season (March-August, inclusive), otherwise, a pre-works check by an Ecological Clerk of Works (ECoW) should be undertaken to determine whether active birds' nests are present. If nest(s) are present, no nests, eggs or young should be destroyed and an appropriate buffer must be instated until the chicks have been confirmed as fledged by an ECoW. 	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The mitigation and enhancement recommendations, such as the provision of bird and bat boxes, sensitive construction methods, a sensitive lighting strategy in relation to bats and a long-term management plan to secure the ecological enhancements that are proposed as part of the development should be controlled by appropriately worded planning conditions. <ul style="list-style-type: none"> a) produced within the Construction Ecological Management Plan. Incorporating the mitigation and enhancements options from Bat survey report. b) To ensure the safeguarding of the proposed net gain. Include the creation of a Landscape Ecological Management and Maintenance Plan. 	
Trees	<p>I hold no objection to the proposal providing the following conditions below are applied. The case has been supplied with arboricultural reports. The latest Arboricultural Impact Assessment is dated 22 March 2022 and has been carried out by Tyler Grange. The survey has been carried out to British Standard 5837 Trees in relation to design, demolition and construction- Recommendations. I concur with findings within the report, including section 3 sub section 3.4, the conclusions, and most of the tree quality classifications.</p> <p>The following conditions should be implemented and adhered to:</p> <ul style="list-style-type: none"> • Plan 2 the Tree Protection Plan • Arboricultural Method Statements will be required for any works within the root protection areas • A Landscape Plan and aftercare programme 	Comments noted. Conditions included
Waste Management	<p>This is for a 70 bedroom residential care home with supporting facilities and infrastructure. The waste generated from this location will be considered commercial and as such the collection and disposal of waste here would not fall to the council to deliver. This is acknowledged within the D&A statement (attached) on pg. 70 '<i>Waste collection will be undertaken by a private company who will serve the site using small vehicles, rather than lorries</i>'. Collections will be made via View Road with space within the curtilage of the development for collection vehicles to wait off road. From a traffic management perspective this is positive.</p> <p>Sizing of the bin store and the number of bins needed will very much depend on the businesses/services that occupy the space in operation, the waste/recycling they generate and the contract that is put in place for the collection of this. Commercial waste collection companies can provide up to twice daily collections 7 days per week. The drawings contained within the D&A statement show bin store size to be 18m². This is likely to be adequate however we would however advise against sizing the bins store based on minimum size and maximum collections. The store should be sufficient to store waste for one week.</p> <p>Comments dated 06/05/2022</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>Looking at this one and the reason for the resubmission/consultation I do not believe that the amendments have any impact on the waste management requirements for this development and therefore my comments previously provided (see mail attached) remain valid.</p>	
Building Control	<p>I have now been able to review the BiA for this scheme and can advise that it meets your policy requirements subject to the following points that could be pre commencement conditions:</p> <ol style="list-style-type: none"> 1. Further details regarding the movement monitoring that will be undertaken at the adjacent properties. This should also include conditions of them before any works commence; 2. Construction Management Plan to be provided; <p>Full structural design will be provided at the Building Control stage.</p>	<p>Comments noted. Conditions included</p>
Building Control	<p>Further to the response to my initial comments, I agree that a more detailed fire strategy/fire engineered design will be required in order to satisfy Part B of the Building Regulations – Fire Safety. As noted in my previous response, this will be subject to a more detailed check by Building Control and the Fire Authority will be consulted.</p>	<p>Comments noted. Condition included</p>
Public Health	<p>Comments and applicants response dated 25/01/2022</p> <ol style="list-style-type: none"> 1. Do the room sizes take into account personal belongings space? Yes. Circa 10 years ago, the minimum bedroom size to be registered by CQC was 12m². The proposed rooms are generally 20m² + so are generously sized. 2. Which units are accommodated for long stays and outpatient? Long stay beds will be on the first floor which will provide residential care, and second floor, which will provide dementia care. Of the 70 beds proposed, circa 24 beds will provide short stay and circa 46 will provide long stay. 3. If second floor residents need to access bathroom, how easy is it for residents to travel to other floors for access? The second floor has a designated spa bathroom. It should be noted that all en-suites are sized to fit a bath or walk-in shower. It is likely that a mix will be provided. We note generally that lifts and circulation stairs are sited either end of the building and one centrally, to aid circulation. 4. Further possible improvements – garden planting space, raise bed where residents can take part in planting for foods and flowers. This provision was intended and can, therefore, be incorporated in the proposals. 5. We would like to see where the windows are on the floor plan. These are shown at all levels. 6. The Entrance door to the hydro pool is missing in the plans. This is shown on the floor plans. 	<p>Comments noted. Applicant has provided a response</p>

Stakeholder	Question/Comment	Response
	<p>7. Recommend a staff room in one of the upper floors This is shown at the first floor level. See the North Hill end of the building.</p> <p>8. Residents living in care homes are at greater risk of oral health problems due to many reasons such as long-term conditions causing mobility issues and medication may affect oral health. Dental Health access for residents in care homes remains a challenge. We recommend a flexible space (i.e. possibly private room within hairdressers) which can be provided for health promotion work with clinicians i.e. oral health. More information: Oral health for adults in care homes NICE guideline 5 no. consultant rooms are provided at basement level and were intended to be used flexibly. Therefore, the consultant rooms can be used for this purpose or the treatment/medical spaces on the first floor, North Hill end. https://www.nice.org.uk/guidance/ng48/chapter/recommendations#general-dental-practices-and-community-dental-services</p> <p>Comments dated 02/02/2022</p> <p>Many thanks for your email. This is fine</p>	
Supported Accommodation	<p>1. There is an extensive basement on this site and whilst there are some areas that may benefit from lightwells there are other areas that do not benefit from natural light. Whilst most of the areas in the basement are used for short visits such as to have a haircut or to watch a film there is also the main kitchen facility which means that kitchen staff will spend most of their day below ground with no access to natural light. This is a model used in many new build facilities and with modern lighting, regular breaks and being out and about servicing the homes will not be any issue. This is also not a building regulations requirement.</p> <p>2.</p> <p>3. Circulation (corridors)</p>	Comments and applicants response noted

Stakeholder	Question/Comment	Response
	<p>a. It is not clear what width the corridors are across the provision but for Good accessibility 1.8m min seems to be a guide to use. It would be useful to consider if it is possible to easily accommodate an ambulance trolley into each of the rooms to ensure that leaving the building can be done with ease should the resident become clinically unwell, this would include the size of lifts. We provide a minimum 2m wide corridors which will therefore be easily accessible for emergency services.</p> <p>b. In terms of circulation the long length of corridors across the provision with no resting points would not promote people with limited mobility to be independent increasing the likelihood of dependence on wheelchairs. In our experience, Building Control / Fire Officers are usually not keen on destination seating so this will require their approval in due course, prior to illustrating.</p> <p>c. Many of the corridors across the building come have dead ends which from a dementia friendly design As mentioned earlier, only the second floor is to provide dementia care perspective are not preferable suggestion for consideration of the ends of corridors being made into destination spaces. As per above. Windows are provided in anticipation of this. Equally personal rooms at the ends of corridors may encourage someone with cognitive impairment to enter these rooms.</p> <p>3. Communal spaces</p> <p>a. The lounge and dining spaces across the home seem to accommodate large numbers of residents which is not in line with dementia friendly design Only the second floor provides dementia care principles (smaller more intimate dining rooms are easier to manage and allow staff to monitor residents more effectively. Second floor provides 20 no. dementia beds where the units are split into 2 no. 10 bed units. It has not yet been determined whether the lounges will become combined dining spaces. If this is the operational preference, this can be accommodated.</p> <p>b. There is a lack of activity spaces throughout the home for residents to undertake a variety of social, physical and cognitively stimulating activities such as Art, Writing, Games etc the lounge spaces only have arm chair/sofa seating no tables etc for these activities to take place. The definition of 'cognitively stimulating activities' can be conducted anywhere including the resident's own bedrooms. 'Activities' start from the moment a resident wakes and is, therefore, is conducted where that person wants to be, not necessarily grouping residents in a dedicated room. For this reason, the first floor will provide elderly care and includes large lounge, dining room and quiet lounge spaces. The quiet lounge will be a multi-function space that could be used for activity. The second floor provides dementia care and also has a quiet lounge which will also be a multi-function space. Ground floor provides short stay care so is a different purpose group.</p> <p>c. Residents on the third floor have no direct access to communal spaces, a communal terrace is included in the centre of the plan which will be staffed 24 hours per day there are</p>	

Stakeholder	Question/Comment	Response
	<p>also no staff spaces on that floor therefore would be interested on how these beds would be monitored and staffed to ensure that the residents are safeguarded. A dedicated nurse station is included centrally. The home will provide state of the art monitoring linked to nurse call systems. It is not the role of staff to put everyone into day rooms. It maybe that some residents enjoy being in their own room and staff would spend time with them in there accordingly.</p> <p>4. Garden Space</p> <p>5. The garden space appears to have been carefully thought out However, there is very limited direct access to the garden spaces for the residents. For a resident population that is likely to be frail/potentially with limited mobility this Garden space is key to ensuring that residents have access to the outdoors. I do not feel that the current design allows for easy access to the essential outdoor space. Any home with more than one floor can have the same issues but with obtaining a good assessment for each resident staff will be able to meet their needs and help them get to the most relevant area to meet their needs. There will be some residents who are fully able to access the gardens from floors 2 and 3 independently and will be encouraged to do so. At ground floor, main garden access is provided by the foyer, restaurant and corridor. All GF beds will have access to outdoor space. The first floor includes a number of balconies and guests will be encouraged down stair 1 and stair 2 to the nearest garden access point. Similar comment re garden access at second floor - we also note that this floor benefits from a dedicated terrace for use by dementia residents only.</p> <p>5. General Dementia Friendly Design Principles As this is a provision that is being specifically designed for older people it is advisable that the building is designed in line with Dementia Design Principles, although this provision isn't being specifically designed for dementia care there is a high probability that there will be residents living/staying within the home that will either have dementia or a cognitive impairment. I have picked up a few comments earlier around key requirements that immediately spring to mind but I would recommend that the provider consider undertaking the dementia design audit which is published by Stirling University https://dementia.stir.ac.uk/design/training-dementia-design-and-riba-cpd as they are leaders in dementia friendly design. We are very aware of Stirling dementia principles and have incorporated what we can at this stage into the design. Example unit sizes, destination points, bedroom doors not directly opposite, window proportions etc. The majority of design principles are linked to fit out and interior design yet to be appointed.</p>	
EXTERNAL		

Stakeholder	Question/Comment	Response
London Fire Brigade	<p>The Commissioner is satisfied with the proposal</p> <p>The Commissioner strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposal relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to business and housing providers and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building owners to install sprinkler systems to save money, save property and protect the lives of occupiers. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of these recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	<p>Comments noted. Informative included</p>
Environment Agency	<p>We do not have any detail comments to make on this planning application apart from the FRSA comments below.</p> <p>The proposed development falls within Flood Zone 2, which is land defined in the planning practice guidance as being at risk of flooding.</p> <p>We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals. These comments replace direct case-by-case consultation with us. This proposal falls within this category.</p> <p>These standard comments are known as Flood Risk Standing Advice (FRSA). They can be viewed at https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications#when-to-follow-standing-advice</p> <p>We recommend that you view our standing advice in full before making a decision on this application. We do not need to be consulted.</p>	<p>Comments noted.</p>
The Greater London Archaeological Advisory Service (GLAAS)	<p>Recommend No Archaeological Requirement</p> <p>Thank you for your consultation dated 31 January 2022.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.</p> <p>NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>The site lies outside the new tier 3 Archaeological Priority Area for the mediaeval Bishop's Park. However key features of the park such as the park pale are unlikely to occupy this site. A watching brief next door at 101 North Hill in 2001 found no remains earlier than Victorian cellars. Although it is a bigger site than 57 North Hill, where this office advised no archaeological requirement in 2019, I do not advise that there is a significant enough archaeological issue at this site to merit a planning condition.</p> <p>No further assessment or conditions are therefore necessary.</p> <p>This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.</p>	
Historic England	<p>Thank you for your letter of 31 January 2022 regarding the above application for planning permission. We refer you to the following published advice which you may find helpful in determining the application.</p> <p>In our view, the recent amendments to the elevational design of the proposed building has done much to reduce the visual impact on the significance and setting of the neighbouring Grade II listed Georgian terrace and the surrounding Highgate Conservation Area.</p> <p>We also suggest that you seek the views of your specialist conservation advisors, as relevant.</p> <p>This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.</p> <p>The full GLAAS consultation criteria are on our webpage at the following link:</p> <p>https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/</p> <p>It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. If you would like detailed advice from us, please contact us to explain your request.</p>	Comments noted.

Stakeholder	Question/Comment	Response
<p>Designing Out Crime Officer</p>	<p>Section 1 - Introduction: Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects and or Developers maintain an ongoing dialogue to discuss this project prior to completion, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>(1) Prior to the commencement of above ground works to each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.</p> <p>(2) Prior to the first occupation of each building or part of a building or use, 'Secured by</p>	<p>Comments noted. Conditions/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>Design' certification shall be obtained for such building or part of such building or use.</p> <p>Informative: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p>	
<p>Thames Water</p>	<p>Waste Comments Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes.</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you</p>	<p>Comments noted. Informative included</p>

Stakeholder	Question/Comment	Response
	<p>need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>This site is affected by wayleaves and easements within the boundary of or close to your site. Thames Water will seek assurances that these will not be affected by the proposed development. The applicant should contact Thames Water Property Searches for information relating to the wayleave or easement if they have not already done this -https://www.thameswater-propertysearches.co.uk/ To discuss the proposed development in more detail, the applicant should contact Developer Services - https://www.thameswater.co.uk/developers</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	

Stakeholder	Question/Comment	Response
NEIGHBOURING PROPERTIES	<p>Land use and housing</p> <ul style="list-style-type: none"> - The new care home should not be used for any commercial interest - Concerns with the financial viability of the development - Concerns some of the proposed facilities will be for public use - Loss of care home facility - Concerns the proposed facility is more like a sports injury treatment and rehabilitation facility rather than a care home - Some of the uses are inconsistent with the existing use class - The internal and external environment is more like a hospital and inappropriate as a care home for residents - The proposed facilities are unlikely to be used by residents, however the rents would be very high - The applicant has failed to show the need for the various services <p>Impact on Heritage assets</p> <ul style="list-style-type: none"> - The height is not in keeping with the Conservation Area - The scale is a concern given its close proximity to the listed building - The preservation of the character of the conservation area needs to be properly assessed, the development would fail to preserve or enhance the character and appearance of the Conservation Area - The development will harm the settings of the listed buildings - The heritage assessment is incorrect - Substantial harm to the Conservation Area 	<p><u>Land use and housing</u></p> <p>The proposed development would replace the existing care home (Use Class C2) with a new long term traditional care home with a smaller component operating as a well-being and physiotherapy centre;</p> <p>The other uses proposed are ancillary to the predominate use of the building as a care facility.</p> <p>The provision of traditional, long term senior care and well-being and physiotherapy centre is considered to meet an established local need and would provide adequate replacement accommodation</p> <p><u>Impact on Heritage assets</u></p> <p>The officers assessment on Heritage issues have been comprehensively explained in the main body of the report and addresses the objections raised by residents. Officers consider the</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="499 976 785 1003">Size, Scale and Design</p> <ul data-bbox="541 1040 1549 1403" style="list-style-type: none"> - The design is not in keeping with surrounding properties - Overbearing in relation to neighbouring buildings - Excessive height, bulk, massing and scale - The development is significantly larger in scale than the existing buildings on site - Overdevelopment of site - Poor quality design - The development should be significantly reduced in scale - The scheme should be redesigned - Excessive footprint - The development is contrary to local plan policies and the NPPF - The Quality Review Panel comments have not been adequately addressed - The Councils pre-application advise has not been adequately addressed 	<p data-bbox="1730 233 2053 412">heights and massing of the proposed care home building fronting North Hill would fully respect the setting of the listed terrace in its urban context.</p> <p data-bbox="1730 483 2053 878">Officers consider the proposed scheme is acceptable from a conservation perspective, as it will lead to a very low, less than substantial harm to the significance of the conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill</p> <p data-bbox="1730 915 2053 943"><u>Size, Scale and Design</u></p> <p data-bbox="1730 980 2053 1403">The conservation and design officers have assessed and considered these aspects of the proposed development comprehensively and which are covered in the main body of the report. Officers consider the proposal to be of a compatible and appropriate scale to the context, elegantly proportioned, finished in</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="495 760 911 789">Parking, Transport and Highways</p> <ul data-bbox="543 821 1707 943" style="list-style-type: none"> - Pressure on parking - The wellbeing and physiotherapy centre will be open to none residents with implications for traffic and parking - Increased traffic generated 	<p data-bbox="1728 237 2003 354">attractive, appropriate materials and detailing and set in lush, high quality landscaping.</p> <p data-bbox="1728 423 2039 630">Officers consider all the specific concerns raised by officers and the QRP have been satisfactorily addressed and are contained within the main body of the report.</p> <p data-bbox="1728 732 2049 789"><u>Parking, Transport and Highways</u></p> <p data-bbox="1728 821 2049 1312">The Transportation Office has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions being imposed in respect of gym restrictions and the outpatients facility to reduce the number of trips generated by the development and the resulting car parking demand on local roads.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Concerns the access road would not be sufficient for this development - The slip-road is designed for residential access - The North Hill entrance will not be suitable for daily outpatients - The main entrance for outpatients should be on View Road - Road safety concerns - This narrow section of North Hill is the main route for children of Highgate Primary School - It is unlikely outpatients will use sustainable forms of transport to the site - Cycle racks will not be an appropriate solution <p>Residential Amenity</p> <ul style="list-style-type: none"> - Loss of privacy/overlooking - The setback plan showing the distance between buildings is incorrect - Unacceptable overshadowing - Loss of daylight and sunlight 	<p>The Council's Transportation team are satisfied with access and parking</p> <p>The transportation team has considered highway and pedestrian safety during demolition, excavation and construction phase</p> <p>The Council's Transportation team are satisfied with cycle parking and further details can be clarified by way of a condition</p> <p>Residential Amenity</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking</p> <p>The set back plan was updated so to address the distance inaccuracy.</p> <p>There are no daylight/sunlight and overshadowing concerns to neighbouring</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="541 760 1394 789">- The daylight/sunlight assessment has not been carried out properly <li data-bbox="541 1284 816 1313">- Impact on amenity 	<p data-bbox="1728 237 2049 727">properties. The neighbouring gardens that are affected i.e. the rear gardens of Yeatman Road are already overshadowed by an existing tree along the rear boundary. The neighbouring property at 109 North Hill which is in closest proximity to the site is already overshadowed due to its close proximity to the existing care facility building and trees in the garden.</p> <p data-bbox="1728 760 2049 1127">The daylight/sunlight assessment was prepared in accordance with council policy following the methods explained in the Building Research Establishment's (BRE) publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (2nd Edition, Littlefair, 2011).</p> <p data-bbox="1728 1255 2049 1349">The proposal is not considered to result in an unacceptable impact on</p>

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Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Impact upon local flora/fauna - The bat survey should be redone - Potential security issues 	<p>to be removed are of low quality and value. The proposed new landscape plan includes the planting of 8 new trees – thus no net loss of trees.</p> <p>Officers are satisfied the submitted Ecological Assessment Report and Preliminary Bat Roost Assessment (PBRA) is acceptable in principle subject to the relevant condition in respect of proposed mitigation and enhancement measures.</p> <p>In terms of security, secure entrance points will be provided to the entrances on View Road and North Hill. These entrance points will be managed by reception staff in order to prevent any unauthorised access. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="499 354 793 386">Basement development</p> <ul style="list-style-type: none"> <li data-bbox="548 418 1633 451">- The potential impact of the basement development has not been adequately addressed <li data-bbox="548 451 905 483">- Risk of ground movement <li data-bbox="548 483 1241 516">- Impact of basement development on the listed terrace <li data-bbox="548 516 1192 548">- Impact on ground and underground water courses <li data-bbox="548 548 1010 581">- The basement is excessive in scale <li data-bbox="548 581 842 613">- Concerns of flooding <li data-bbox="548 613 989 646">- Impact on local drainage services <li data-bbox="548 646 737 678">- Subsidence <li data-bbox="548 678 1066 711">- Where will attenuation tanks be located <li data-bbox="548 711 842 743">- Impact on hydrology <li data-bbox="548 743 1381 776">- Proper monitoring arrangements should take place by the Council <li data-bbox="548 776 1297 808">- Further data is required for phase 2 of the site investigation <li data-bbox="548 808 1703 857">- The ground and groundwater conditions should be fully at adequately addressed at the planning stage <li data-bbox="548 857 1003 889">- Incomplete basement assessment <li data-bbox="548 889 1430 922">- Building Control have not taken into account Alan Baxter's submission <li data-bbox="548 922 1045 954">- The Councils basement policy is poor 	<p data-bbox="1730 233 2032 289">development above slab level</p> <p data-bbox="1730 354 2032 386"><u>Basement development</u></p> <p data-bbox="1730 418 2053 792">Officers consider that the submitted Basement Impact Assessment meets the local plan policy requirement. The councils Building Control Officer has advised that it will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.</p> <p data-bbox="1730 824 2053 1344">The basement development is considered acceptable subject to a detailed construction management plan condition to ensure there would be no increased flood risk resulting from the development and no impact and a detailed movement monitoring condition that will need to be undertaken of the adjacent properties prior to the commencement of works on site</p>

Stakeholder	Question/Comment	Response
	<p>Archaeology</p> <ul style="list-style-type: none"> - An archaeology impact assessment is required as the site is located within the Highgate Archaeological Priority Area <p>Sustainability</p> <ul style="list-style-type: none"> - The air source heat pump and other handling plant should be dealt with in detail as part of this application - Concerns with the potential impact of the plant - The plant will be highly visible from the public realm - Details of gas boiler flues, basement parking ventilation, kitchen extract and other plant are missing <ul style="list-style-type: none"> - A zero carbon building should be achieved 	<p>The Greater London Archaeological Advisory Service (GLAAS) is satisfied that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest</p> <p>The roof plant has been relocated from the flat roof to a secluded area within the pitched roof volume. Further details of the air source heat pump and other handling plant will be secured by way of a condition prior to above ground construction. The plant will not be highly visible from the public areas.</p> <p>The Council's Carbon Management Team supports the scheme based on its carbon reductions. The shortfall of the care home will need to be offset to achieve a zero-carbon target, in line with Policy. This figure would</p>

Stakeholder	Question/Comment	Response
	<p>Other</p> <p>-The proposed part M Building Regulations which provides information on access to and use of buildings needs to be stated</p> <p><u>Issues raised that are not material planning considerations including Officers comments</u></p> <ul style="list-style-type: none"> - No site notice placed outside the development (Officer comments: A site notice was placed outside the development); - Consultation period was not long enough (Officer Comments: Consultation period was extended at least twice and further notification carried out on the amended plans); - Developer’s drawings are misleading (Officer comments: Drawings have been updated to address specific points); - The consultation was not wide enough (Officers comments: The consultation was undertaken in accordance with The Council’s Statement of Community Involvement); - Consultation process not adequate (Officers comments: The consultation process was adequate consisting of a DM Forum where residents were invited and which was well attended before submission of the planning application; the scheme was presented to members in a public forum at pre-application stage. Once the application was submitted, the Council consulted residents twice by letter, extended the consultation period at least twice. The application was able to be viewed on the councils website); - Feedback from Statement of Community engagement is not correct (Officers comments: The Statement of Community involvement (SCI) is the applicant’s reporting of the feedback as they understand it to be. Officers have assessed the SCI alongside the comments from objectors and then made a balanced assessment of how the feedback has been summarised in the document) - Inaccurate and misleading CGIs and graphic (Officers comments: CGIs and graphics have been updated so to remove any inaccuracies or misunderstanding of the plans) - The comparative drawings are misleading (Officers comments: as above) - Inaccurate, missing and conflicting submission (Officers comments: As above. The Applicant submitted a number of further drawings when requested following consultation feedback) 	<p>be secured by legal agreement.</p> <p>Paragraph 5.2.11 of the report provides information on access A formal detailed assessment will be undertaken at the building control stage</p> <p>ALL RESPONSES IN BRACKETS NEXT TO THE OBJECTION.</p>

Stakeholder	Question/Comment	Response
	- Existing plans should be submitted (Officers comments: existing plans and elevations have been submitted)	

Appendix 2 Plans and Images

Site location plan



Site photographs – existing building



Existing pedestrian access, View Road.



Original building, Kekewich House as seen from front garden.



Unsympathetic extension to Kekewich House.



Unsympathetic extension to Kekewich House.



View across existing garden towards 3 View Road.



Existing front garden, View Road.



Rear of Kekewich House and linked extension building.



Rear of Kekewich House.

Proposed second floor plan



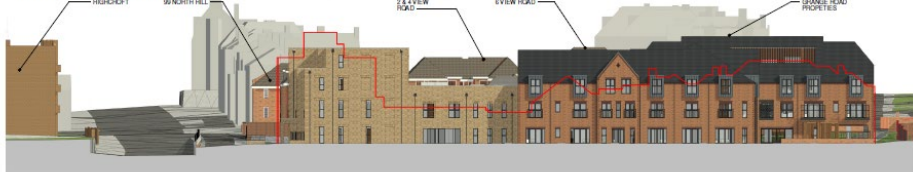
Proposed elevations with existing building outline



Elevation A-A - Colour - Existing Building Outline



Elevation B-B - Colour - Existing Building Outline



Elevation C-C - Colour - Existing Building Outline



Proposed North Hill Frontage



Proposed View Road frontage



Appendix 3 Quality Review Panel (QRP) Reports

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Haringey Quality Review Panel

Report of Formal Review Meeting: Former Mary Feilding Guild Care Home

Tuesday 18 May 2021

Video conference

Panel

David Ubaka (chair)

Louise Goodison

Tim Pitman

Andy Puncher

Ann Sawyer

Attendees

John McRory

London Borough of Haringey

Neil McClellan

London Borough of Haringey

Elisabetta Tonazzi

London Borough of Haringey

Richard Truscott

London Borough of Haringey

Sarah Carmona

Frame Projects

Kiki Ageridou

Frame Projects

Apologies / report copied to

Rob Krzyszowski

London Borough of Haringey

Dean Hermitage

London Borough of Haringey

Robbie McNaugher

London Borough of Haringey

Deborah Denner

Frame Projects

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1. Project name and site address

Mary Feilding Guild Care Home, 103-107 North Hill, Highgate, London N6 4DP

2. Presenting team.

Nick Johnson	DWA Architects
Lauren Di Pietro	DWA Architects
Jordan Alcock	DWA Architects
Mitesh Dhanak	Highgate Care Limited
Neeraj Dixit	ND Planning Limited
Nick Collins	KM Heritage

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site was formerly owned (and operated as a care home) by the Mary Feilding Guild. It was recently acquired by Highgate Care Limited. The site sits within the Highgate Conservation Area and does not contain any listed buildings or structures. On its North Hill frontage, the site is flanked on one side by a Grade II Listed Georgian terrace while on its View Road frontage it is adjoined by a Locally Listed villa at 3 View Road. The current care home complex includes a red brick building on the site's View Road frontage, the core of which is an Edwardian House with some Arts and Crafts features. This has been linked through a series of extensions and newer buildings to a four storey 1960 / 1970s block on the North Hill frontage. The original Edwardian building is considered a positive contributor to the Conservation Area.

The proposal is for the complete demolition of the existing 42-bed care home (Use Classes Order C2) and the redevelopment of the site to provide a new 72-bed care home with ancillary communal facilities, services and amenities. Officers strongly support the retention of a care home facility on the site, which would confer some public benefit. The National Planning Policy Framework highlights that local planning authorities should refuse consent for development, unless it can be demonstrated that the substantial harm to - or total loss of - a designated heritage asset is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.



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Officers would welcome the panel's views on the design quality of the scheme, including the scale and massing of the proposed building and the impact this may have on the character and appearance of the conservation area, the setting of adjoining listed buildings and on the residential amenities of neighbouring occupiers.

5. Quality Review Panel's views*Summary*

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant's intention is to retain the use of this important site for residential care accommodation. However, it is not convinced by the current proposals and feels that further work is required at both a strategic and a detailed level. At a strategic level, further site analysis and a greater understanding of the nature and qualities of the local context is required. This should feed into the process of re-visiting the brief for development to create something joyful, prioritising high quality, liveable residential care accommodation that complements and enhances the local context and conservation area.

Consideration of embodied energy, alongside a 'fabric first' approach to sustainable design should inform early, strategic decisions about the nature, overall configuration, and detail of the scheme. The relationship of the building to the landscape will also be very important, as will the scale, quality and design of external landscaped amenity spaces. Further work to reduce the scale, massing and building footprint is required; while scope also remains to refine the scheme layout, and architectural expression of the proposals. As design work continues, it will be important for scheme drawings and images to show the proposals within contextual sections and elevations. Further technical work is also required, to include daylight / sunlight analysis, transport input, and arrangements for servicing, waste management, deliveries, parking / accessible parking, and cycle storage.

The panel understands that there has been a lot of publicity about the sale and potential redevelopment of the site. As the proposals continue to evolve, it will be very important to undertake a consultation / engagement process with local residents and conservation societies, to inform the design process. Further details on the panel's views are provided below.

Massing and development density

- The material presented at review did not show the scheme set within the context of neighbouring buildings, and some of the cross-sections were very difficult to read; in this regard, it is very difficult for the panel to assess the scale and proportion of the proposals.
- From the information shown, the panel's initial response is that the scale and massing of the current proposals (on both View Road and North Hill) is too



large and out of proportion. This is particularly the case with the block on North Hill, which will appear considerably higher than shown in the drawings, due to the relative levels of public realm and carriageways adjacent. Using abstract constructs such as the Fibonacci sequence to justify an increase in height in this location is not acceptable.

- The proposed footprint of the building is particularly problematic, and requires revisiting. It has expanded from that of the original care home, bringing the building envelope closer to neighbouring dwellings, resulting in a reduction of usable external amenity space, and compromising access to daylight in residents' rooms, due to trees along the adjacent boundaries.
- The panel thinks that the proposals are being driven primarily by quantum of units within the proposed care home, which is resulting in a compromised quality of accommodation and external amenity, alongside a problematic relationship with the local context. While the existing building accommodates 42 beds in 2367m²; the proposals accommodate 72 beds plus a wellness centre in 6700m². It notes that the core responsibility of the panel is to evaluate the design quality of the proposals; the panel highlights that viability should not be an acceptable justification for a lack of design quality in a scheme such as this.

Relationship to local context

- The panel would encourage the design team to revisit the analysis of the site and context. It feels that a deeper rigour is required for such a complex redevelopment within this location; to inform strategic decisions, refine the brief and ensure that it is realistic and achievable.
- While the character of the two roads (View Road and North Hill) was described very well in the presentation, the panel feels that this is not yet reflected in the proposals, which seem suggestive of a 'greenfield' site, lacking in contextual elevations and sections. The panel would encourage a more responsive and sensitive approach to the project.
- The panel would like to see a greater understanding of the visual themes within the architecture of neighbouring buildings and the conservation area rather than a 'pick and mix' appropriation of selected architectural details. Thematic analysis will tease out issues of symmetry/asymmetry, calmness/dynamism, composition, and the visual role of different elements.
- A key characteristic of the conservation area is the relationship between the buildings and the gardens; the dwellings typically sit within very verdant garden landscapes. The buildings themselves also have a distinct style.



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Landscape design

- The footprint of the building has increased considerably, such that the existing central garden space which is northwest facing, has significantly reduced in size and been pushed to the edge of the site. The other external spaces are also limited in size, located at the edges, and largely dominated by hard landscaping. In this regard, the panel feels that the proposed amenity space for the increased number of residents is inadequate.
- The panel is also unconvinced by the quality of these amenity spaces. For example, it questions whether a north-facing terrace, located at basement level, would be a pleasant place to sit.
- It would encourage the project team to explore research (University of Stirling and Liverpool John Moores University), concerning design for dementia. It notes that a key finding of dementia research is that landscape offers huge benefits, including significantly improved quality of life, enjoyment, and health outcomes.
- The panel highlights the importance of providing high quality landscaped spaces, including a large, open and sunny garden where all of the residents can gather for events and socialising.
- A greater understanding of the site, its landscape features and topography, should inform the redevelopment proposals. The panel notes that existing trees are missing from the drawings, and distances from buildings to boundaries and habitable windows are not clear. It thinks that the belt of existing trees along the site boundary will have a significant impact upon the levels of daylight within proposed accommodation.

Scheme layout and quality of accommodation

- While the site offers huge potential to accommodate a fantastic elderly care home, the panel is not convinced that the current proposals represent high quality, liveable care accommodation that responds to the site, the local context and the need for energy efficient, sustainable design.
- The panel would encourage the project team to revisit the brief for development to ensure that an integral part of the design approach is a deeper understanding of the requirements of the people that will live there.
- Dementia research suggests that the design of accommodation should feel homely and residential, which tends towards smaller clusters of units rather than a more linear – and institutional – configuration of rooms. Corridors should be generous and daylit, to support wayfinding and enhance quality of life. The panel considers that stepped, enclosed corridors that have blank ends are not appropriate in this type of setting.



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- The proposals include many north-facing single aspect rooms and the panel feels that this is unacceptable, especially given the proximity of trees and boundary fences which could significantly restrict daylight penetration into rooms.
- The panel would like to know more about how the existing building is configured, how it sits within the site, how it relates to the external spaces, and how the individual rooms and circulation areas are organised. An understanding of this could help to inform strategic decisions about how the main body of accommodation should be configured within the site.
- Exploration of options for the site that would maximise opportunities for the residents' rooms to enjoy good views, daylight and sunlight would be welcomed. This may include exploration of a garden courtyard-led approach, or a cloistered building, with units off a daylight corridor.
- Cross-sections taken through the building and showing the relationship to outdoor amenity spaces should be provided.
- The panel would encourage further consideration of the ground floor layout, both internally and externally. This should include the integration of functional infrastructure, such as bin stores, cycle storage and deliveries, at an early stage.
- Clarity on the role and purpose of the North Hill building would also be welcomed. The panel notes that significant space in prominent locations is allocated as changing areas, which seems unnecessary.

Architectural expression

- The panel would encourage the design team to develop a calmer, more coherent approach to the architectural expression of the proposals that avoids cluttering the elevations with 'stuck-on' appropriated local details.
- Analysis of the overarching architectural themes in the locality – including lines, head heights, window lines, roof forms, corners, symmetry/asymmetry and three-dimensional relationships to external space – will help to inform an approach that inherently reflects the context and enables a softer architectural expression instead of the heavier, more bombastic elevational treatment proposed.
- At a detailed level, the panel highlights that the external architectural expression can also be used to reflect what is happening internally within the building; for example, expressing a staircase externally through the location and design of fenestration can help the building be more readable.



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- It would encourage further work on the design and approach sequence of the main entrance on View Road. The primary focus of the current frontage appears to be the sweeping driveway leading to the entrance to the vehicle lift. The panel would like to see the visual focus of this elevation shift to that of the pedestrian approach to the main entrance.

Local community engagement

- The sale and potential redevelopment of the site has had a lot of publicity, both nationally and locally; there is significant interest in what the outcome will be.
- The footprint of the current proposals sits very close to the site boundaries and may impact upon the amenity of neighbouring dwellings, which could lead to significant numbers of objections from neighbours and local conservation societies at application stage.
- The panel understands that there has been no consultation process; it considers that a comprehensive local engagement process is critical to the success of the scheme. It will be important to get the involvement of local residents and conservation societies at an early stage in the process, which could help to inform design development as the scheme continues to evolve. Taking on board comments from such a consultation process is likely to result in a very different scheme coming forward, to that currently proposed.

Low carbon design and environmental sustainability

- The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later. Proposals should demonstrate how they comply with these requirements.
- Consideration of the embodied energy within the existing buildings is an important starting point in sustainability terms. The panel would like to see detailed analysis of a development approach that seeks to retain all or part of the existing buildings, to identify opportunities. This should include exploration of the existing floor plan layout, and options to retain, adapt, extend, and build up.
- Consideration of operational energy requirements should start with a 'fabric first' approach – optimising the performance and design of the building envelope, components, and materials to achieve sustainable and energy-



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efficient design. Utilising renewable energy sources, natural light, cross ventilation, and nature will also form part of this work.

- A low / zero carbon approach to design should inform the earliest strategic design decisions and should be part of the ongoing narrative as the scheme continues to evolve.
- At a detailed level, the locations of plant provision should be established very early stage. Careful integration through design can mitigate the impact on the roofscape.

Next steps

- The panel would welcome a further opportunity to review the proposed important scheme as they continue to evolve.
- The panel also offers a focused chair's review on the approach to low design and environmental sustainability if required.
- Community engagement at an early stage to enable the local community to inform the design process would be supported.

Haringey Quality Review Panel

Report of Chair's Review Meeting: Former Mary Feilding Guild Care Home

Wednesday 25 August 2021

Video conference

Panel

David Ubaka (chair)

Louise Goodison

Attendees

John McRory	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Katerina Koukouthaki	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Laurence Ackrill	London Borough of Haringey
Sarah Carmona	Frame Projects
Zainab Malik	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Deborah Denner	Frame Projects

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1. Project name and site address

Mary Feilding Guild Care Home, 103-107 North Hill, Highgate, London N6 4DP

2. Presenting team.

Nick Johnson	DWA Architects Limited
Jordan Alcock	DWA Architects Limited
Mitesh Dhanak	Highgate Care Limited
Neeraj Dixit	ND Planning Limited
Nick Collins	KM Heritage
Rebecca Morgan	Guarda Landscape
Nimco Ali	Hodkinson Consultancy Limited

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site was formerly owned (and operated as a care home) by the Mary Feilding Guild. It was recently acquired by Highgate Care Limited. The site sits within the Highgate Conservation Area and does not contain any listed buildings or structures. On its North Hill frontage, the site is flanked on one side by a Grade II Listed Georgian terrace while on its View Road frontage it is adjoined by a Locally Listed villa at 3 View Road. The current care home complex includes a red brick building on the site's View Road frontage, the core of which is an Edwardian House with some Arts and Crafts features. This has been linked through a series of extensions and newer buildings to a four storey 1960s / 1970s block on the North Hill frontage. The original Edwardian building is considered a positive contributor to the Conservation Area.

The proposal is for the complete demolition of the existing 42-bed care home (Use Classes Order C2) and the redevelopment of the site to provide a new 70-bed care home with support facilities, a well-being and physiotherapy centre and associated works. Officers strongly support the retention of a care home facility on the site, which would confer some public benefit. Officers would welcome the panel's views on the design quality of the scheme, including the scale and massing of the proposed building and the impact this may have on the character and appearance of the conservation area, the setting of adjoining listed buildings and on the residential amenities of neighbouring occupiers.



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5. Quality Review Panel's views*Summary*

The Quality Review Panel welcomes the opportunity to consider the proposals for the former Mary Feilding Guild Care Home as they continue to evolve. The panel is pleased that the applicant's intention is to retain the use of this important site for residential care accommodation. It thanks the project team for the helpful presentation, and feels that the work done in response to the previous review has been very positive. It commends the tenacity of the project team, working with planning officers and consulting with the community.

The panel supports many of the strategic moves made during design development; however it feels that the massing and detail of the roofscape could be further improved, along with the architectural expression of the scheme. It would also encourage further consideration of the scheme layout, to improve the quality of the communal accommodation and circulation areas, while enhancing the relationship between key shared spaces and adjacent garden areas. As design work continues, sections taken through the building and the surrounding context will be important to ensure high quality accommodation.

The retention and re-purposing of the North Hill block should be considered, alongside a wider strategy for the re-use on site of any appropriate demolition material. Full consideration of embodied energy, alongside a 'fabric first' approach to sustainable design, should inform the continuing evolution of the proposals at a detailed level. Further details on the panel's views are provided below.

Massing and roofscape

- The panel accepts the massing and development density of the proposals, but would encourage the project team to refine the massing of the roofscape to further reduce the visual bulk of the building.
- For example, the roof line of the two wings either side of the central block, fronting onto View Road, could be lowered by reducing the roof pitch, or by using a flat roof or mansard roof. This would make the side wings visually subordinant and would start to break up the bulk of this important façade, while also reflecting the approach to massing within existing adjacent buildings on View Road. Introducing a different tone of brickwork in these side wings could also help to distinguish them from the central block.
- In addition, the ridge-line of the pitched roofs across the scheme could potentially be lowered. Sections through the building would help to identify where higher pitches are needed to accommodate adequate head-room. A careful balance will be required to ensure that - within external views - the roofscape appears generous enough, while also reducing the visual bulk of the top of the building.



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- The depth of the roof also presents some challenges with regard to the nature of the hip elements, which seem oversized. The panel would encourage a simpler approach to the pitched roofs within the scheme, using strong gable ends rather than large hips. For example, an opportunity exists to bring the ridge line of the linking building from the North Hill block and terminate it at the garden with a gable end facing west into the garden.
- The panel welcomes the adjustments to the building footprint, which has been pulled away from adjacent buildings to allow for a more generous gap than currently exists.
- The panel notes that the demolition and redevelopment of the North Hill building only achieves the same mass and footprint as the existing building. It would strongly encourage the project team to fully explore retaining, refurbishing / re-cladding and re-purposing the existing building, which the panel considers to be architecturally elegant and which does not seek to compete with the adjacent Georgian terrace.

Landscape design

- While the panel regrets the reduction of the garden space, it feels this is acceptable as the building footprint has also been pulled away from the boundary in some locations, providing a more generous distance to adjacent buildings.
- The panel welcomes the concept of the healing garden, with its aspiration to nurture the physical and mental well-being of residents. Careful consideration of the path, the orientation of the garden and the ramp access will be required to ensure that a strong visual and physical relationship is created between the internal accommodation and the garden.

Scheme layout and quality of accommodation

- The panel would like to see further refinements to the scheme layout, to create a better relationship (both visually and physically) between internal communal areas and the garden spaces externally. The terrace areas in the 'elbow' of the scheme also need further work.
- The panel is concerned by the intention to locate the restaurant in the basement. Instead, it would like to see it at ground floor level, ideally in the west-facing section of building overlooking the garden (where there are currently a number of individual rooms shown). The kitchen could remain at basement level.
- Some of the other uses currently located within the basement would also be much better suited to being located at ground level, including staff rooms and communal facilities like the shop, library, barbers and hair and beauty salon.



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These uses could potentially help to activate the frontage of the North Hill block.

- The panel feels that the proportion of circulation space within the North Hill block is unbalanced and would like to see improvements to the efficiency of the floor plans.
- It would also support further refinement of the design of the circulation spaces and communal areas, to include increasing the generosity of - and daylight access to - corridors, circulation cores and stairwells.
- Sections taken through the accommodation will be critically important to understanding how the sloping roofs and dormers will affect the quality of accommodation within the roof spaces.
- Greater clarity would be welcomed on the arrangements for refuse storage and how this will work in practice for the different parts of the development.

Architectural expression

- The panel would support further refinements to the View Road elevations, including simplified recesses and a greater distinction in the side wings of the main building through use of different brickwork, as mentioned above.
- It would also encourage further consideration of the northern (flank) façade of the scheme. It thinks that a green wall would not be appropriate in this location, and notes that flank walls can be used to express things; examples can be seen within the arts and crafts buildings nearby.
- The panel feels in particular that it would be beneficial to get daylight into the stairwell that is bounded by the flank wall, and would encourage exploration of options, including fritted glass.
- Opportunities exist to introduce visual references or motifs within the architectural expression that relate to Mary Feilding, to give a sense of narrative and historical perspective to the scheme.
- While the panel feels that retention of the North Hill block should be explored as a first response to this part of the site, it would encourage a calmer and simpler approach to the architectural expression of the proposed North Hill block; it thinks that the stepping of the proposed building line is too complicated, and does not relate to the adjacent Georgian terrace. The panel also notes that the exterior looks like an office building, rather than reflecting the uses that are accommodated within.



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Low carbon design and environmental sustainability

- As at the previous review, the panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme.
- It highlights that following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later. Proposals should demonstrate how they comply with these requirements.
- The panel notes that consideration of the embodied energy within existing buildings is an important starting point in sustainability terms. It would like to see detailed analysis of a development approach that seeks to retain – as a minimum – the North Hill block, plus other parts of the existing building where appropriate. This should include exploration of the existing floor plan layout, along with options to retain, adapt and extend it. Options for re-using demolition materials should also be fully explored.
- Consideration of operational energy requirements should start with a ‘fabric first’ approach – optimising the performance and design of the building envelope, components, and materials to achieve sustainable and energy-efficient design; renewable energy sources, natural light, and cross ventilation will also form part of this work. Further details on the approach to u-values would be welcomed.
- A low / zero carbon approach to design should inform the earliest strategic design decisions and should be part of the ongoing narrative as the scheme continues to evolve.
- As design work continues at a greater level of detail, the panel would encourage officers to challenge and interrogate the scheme further regarding the agenda for the climate emergency.

Next steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers. It would be happy to review the proposals at a further chair’s review if required.
- The panel also offers a focused chair’s review on the approach to low carbon design and environmental sustainability.



Appendix 4 Planning Committee Pre-Application Briefing Notes

**PRE/2020/0138 - MARY FEILDING GUILD CARE HOME,
103-107 NORTH HILL, N6**

Proposal: Demolition of all the existing buildings on the site and redevelopment to provide a new nursing and convalescence home of 70 beds with support facilities, a well-being and physiotherapy centre and associated works.

Minutes:

The Committee considered the pre-application briefing for the demolition of all the existing buildings on the site and redevelopment to provide a new nursing and convalescence home of 70 beds with support facilities, a wellbeing and physiotherapy centre and associated works.

The applicant team and officers responded to questions from the Committee:

- In response to a question about the distance between buildings, the applicant team drew attention to the site location plan which showed the footprints of the existing and proposed buildings. It was explained that there had been an attempt to move the boundaries away from neighbouring properties and sensitive areas and some other areas where the footprint had been extended.
- It was noted that the site previously accommodated a 42 bed residential care home and that the proposal would be a different business model for short term stays after hospital treatment. The Committee enquired how this would meet Policy DM15, which preserved specialist housing. The Head of Development Management noted that the previous and proposed uses concerned two different types of specialist housing and that this would need to be assessed and weighed to determine whether the proposal was acceptable.
- Attention was drawn to the comments of the Quality Review Panel (QRP). It was noted that the site was located near a row of Georgian town houses and it was queried whether the current utilitarian design had the

right architectural quality for the area. Further design work? The applicant team noted that they had rigorously assessed the site and its context in planning, architectural, and heritage terms over the last year. It was added that views had been collected from residents and local amenity groups and the applicant team considered that the current proposal had an appropriate design context for the area. It was also noted that officers and the QRP also considered the design to be appropriate but that the applicant would continue to engage on the progression of the design.

- Some concerns were expressed that the North Hill frontage was not visually attractive or complementary to the Georgian terrace. It was also enquired how demolition was justified. The Head of Development Management explained that the applicant would need to show that they could meet the requirements for specialist housing and that the replacement building would be equal to or better than the existing building in terms of enhancing the conservation area. The applicant team added that they had considered retaining and repurposing the building but that it was not practical or financially viable.
- It was noted that the QRP had criticised the location of the restaurant in the basement. The applicant team explained that the restaurant would now be located on the ground floor and would be overlooking the rear garden.
- It was confirmed that 10 rooms would be north facing which constituted a small number of the total rooms.
- The Committee noted that this application was quite different to a standard planning application and requested that the final report contained additional information about the specific considerations for this type of decision, including information about affordable provision and Community Infrastructure Levy (CIL) contributions.
- It was noted that there were a number of landmarks near to the site, including Grade II Listed and locally listed buildings. The Committee requested that the images for the final application included these details so that they could be seen in context to the proposals.
- It was noted that the QRP had referred to the climate emergency. It was commented that this was a large site which could have a significant

benefit or detriment and it was requested that as much detail as possible was provided in the application. The applicant team explained that they had appointed a sustainability and renewable energy consultant who had already been in contact with the council's climate officer and agreed a scope of works and information requirements to support the application.

- In response to a question about the description of the development as 'special needs housing', the applicant team stated that this would be Class C2 residential use. It was explained that Policy DM15 was supportive of special needs accommodation and that the proposal would meet a special need for residential accommodation. It was added that, as part of the council's policy, there were sub-criteria which indicated the type of facilities that would be relevant and which would be applicable in this case; this included the level of supervision, management, and care/support.
- Cllr Peacock noted that the applicant team should use the phrase 'older person' rather than 'elderly'.
- It was clarified that each floor of the building would have a communal area. It was noted that all rooms would have en suite facilities. It was added that the previous rooms were approximately 10sqm and that the new rooms would all be in excess of 20sqm.
- It was enquired whether the windowless room shown on the plan would be for staff and whether they would be sleeping in this room. The applicant team noted that this was planned to be a state of the art facility and that the area mentioned would possibly be a rest area for staff; it was added that the internal configuration might still change and that the rest area might move upstairs.
- The applicant team noted that the estimated cost of staying at the facility would be £300 per night.

The Chair thanked the applicant team for attending.

Appendix 5 DM Forum Summary

- Query about the landscaping strategy
- Concerns with the financing of the scheme
- Query on future and current demand of care facilities in the area
- Mary Feilding Guild was a good facility
- Concerns the new facility is short term and unaffordable
- The development does not fit into the area
- Concerns with the loss of the care home
- Increased traffic, congestion and parking concerns
- Has bat friendly lighting been explored
- Query on trees/landscaping
- Concerns with the North Hill frontage
- Concerns this is not a care home facility
- Will the operator be London Living Wage accredited
- Section drawings and rear elevations should be provided
- To what extent will the View Road part of the building be independent of North Hill facilities
- Query on whether the proposal will be zero carbon and whether there will be PV's and where will they be located. Query also made on air source heat pumps
- Concerns on the location of roof plants
- Concerns with the design of the scheme. Further work is needed
- Query on PTAL rating
- What percentage increase is the footprint on the building
- Query on what benefit the development brings
- Concerns the development would be a convalescence centre and not a care home

Addendum Report

Planning Sub Committee 06 June 2022

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No.

Reference No: HGY/2021/3481	Ward: Highgate
Address: 103-107 North Hill N6 4DP	
<p>Proposal: Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.</p>	

[To note: the numbering as set out in this addendum corresponds with the numbering of each section within the Officers committee report]

1.2. SUMMARY OF KEY REASONS FOR RECOMMENDATION and paragraph 6.15 Conclusion

[correction]

The proposed development will lead to a very low, less than substantial harm to the significance of the Conservation area and its assets while optimising the use of the site and its garden and while enhancing the townscape along North Hill and partly by other benefits such as the improved care home services and the optimum use of the site and its garden

5. LOCAL REPRESENTATIONS

2 (two) further objections and 1 (one) other comment has been received since publishing of the main report which have raised a number of points that have already been considered with the additional points raised below;

- Based on Conditions 34 (Restriction to Use Class) and 31 (Outpatients facility) Class E should apply if the consultant rooms will presumably be let on Business leases. Therefore the officers report is unsound;
- The single brick treatment of the North Hill frontage is bland; and
- The amendment does not address the scale of the development which would still result in overdevelopment of the site

These points are addressed in Appendix 1 below.

6. MATERIAL PLANNING CONSIDERATIONS

Clarification Points

‘Impact on Neighbouring Amenity’

Addendum Report

[Paragraph 6.6.3 is altered to correct the daylight and sunlight impact section]

The assessment finds that the impact of the development on existing neighbouring windows is exceptionally favourable for both daylight and sunlight as 98% of the neighbouring windows pass the BRE's Vertical Sky Component guidelines and 99% of neighbouring rooms pass the BRE's No Skyline guidelines.

‘Water Management‘

[Paragraph 6.11.2 is altered to include the correct flood zone]

The site is within Flood Zone 1, which is land defined at low risk of flooding.

ADDITIONAL CONDITION INCLUDED

[Condition 38 is included to celebrate the history and legacy of Lady Mary Feilding in the proposed redevelopment of the site]

38. Prior to the commencement of development, options for honouring the history and legacy of Lady Mary Feilding as part of the proposed development shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved

Reason: To preserve the local history of the site in the interest of local heritage in compliance with London Plan Policy HC1, Policies SP12 of the Haringey Local Plan and Policies DM1 and DM9 of the Development Management DPD 2017

Addendum Report

Appendix 1 Consultation Responses received from internal and external agencies (received since publish of main report)

Stakeholder	Question/Comment	Response
EXTRENAL		
Designing out Crime	<p>Designing out Crime Response to amendments (02/06/2022)</p> <p>As there appears to be no changes to the layout/design other than the façade of the proposed North Hill frontage, we have no further comments. Our original comments still apply.</p>	Comments noted.
Stakeholder	Question/Comment	Response
NEIGHBOURING PROPERTIES		
3 FURTHER LETTERS RECEIVED FROM LOCAL RESIDENT.	<p>Land use and housing</p> <p>Based on Conditions 34 (Restriction to Use Class) and 31 (Outpatients facility) Class E should apply if the consultant rooms will presumably be let on Business leases. Therefore the officers report is unsound</p>	<p>The consultant rooms are ancillary to the main use of the building as a care home. Condition 34 restricts the use of the building (and all ancillary uses to the care home) to Use Class C2 only with a smaller component accounting for a well-being and physiotherapy centre and therefore not allowing the building to operate as another use under Class C2 without a further planning permission.</p> <p>Condition 31 has been imposed in order to ensure vehicular trip generations are kept within acceptable limits. No separate businesses can be carried out from the building.</p>
	<p>Size, Scale and Design</p> <p>The single brick treatment of the North Hill frontage is bland</p> <p>The amendment does not address the scale of the development which would still result in overdevelopment of the site</p>	Issue already addressed in the officers committee report.

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REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/0664**Ward:** Northumberland Park**Address:** 175 Willoughby Lane N17

Proposal: Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 (General Industry), B8 (Storage and distribution) with ancillary offices), car parking, service yard areas, landscaping and associated works.

Applicant: Paloma Capital**Ownership:** Private**Case Officer Contact:** Sarah Madondo**Committee Site Visit Date:** 03/02/2023**Date received:** 24/02/2022**Last amended date:** N/A

1.1 The application is being reported to the Planning Sub Committee as it is for a major commercial development of over 1,000 sqm.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for intensification of employment floorspace within a site designated as a Strategic Industrial Location.
- The proposed development would deliver almost double the quantum of floorspace, creating a total of 5592.5 sqm of flexible employment floorspace.
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area.
- The development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway; and
- Further sustainability measures are secured via conditions and a Carbon Offset contribution.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head Development Management is authorised to issue the planning permission and impose conditions and informative subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the agreement referred to in resolution (2.1) above is to be completed no later than 6th March 2023 or within such extended time as the Assistant Director Planning, Building Standards & Sustainability/Head of Development Management shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Summary Lists of Conditions, Informative and Heads of Terms

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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Land contamination
- 5) Unexpected contamination
- 6) NRMM
- 7) Waste and recycling
- 8) Restrictive in use classes
- 9) CMP
- 10) Cycle parking Design and Layout
- 11) Surface Water Drainage
- 12) Management and Maintenance
- 13) Secure by design
- 14) Energy Strategy
- 15) Future Den Connection
- 16) Be Seen
- 17) Overheating
- 18) BREEAM Certificate
- 19) Living Roofs
- 20) Urban Greening Factor
- 21) External lighting
- 22) Boundary Treatment
- 23) Noise
- 24) Servicing and delivery plan
- 25) GLA whole life carbon assessment

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Hours of construction
- 6) Fire Brigade
- 7) Thames Water
- 8) Signage
- 9) Asbestos

Section 106 Heads of Terms:

- 1) Energy Statement
 - a. An amended energy plan to be provided prior to above ground floor construction and Sustainability Review is to be provided on first occupation of the development.
 - b. Estimated carbon offset contribution (and associated obligations) of plus a 10% management fee to be recalculated using Part L2013 software, based on £2,850 per tonne of carbon emissions if it does not meet the zero carbon target.
- 2) Green Lease
 - a. For the developer to enter into a green lease with future occupiers that requires the future occupiers to engage with Energetik on a future DEN connection.
- 3) Site - Wide Travel Plan
 - a. To include details of welcome packs that will be provided to all new residents (to include information on public transport and cycling/walking connections).
 - b. To appoint a travel plan co-ordinator to work in collaboration with the Estate Management Team, to monitor the travel plan initiatives for a minimum of five years.
 - c. Provision of a contribution of £3,000 per annum for five years towards monitoring of the travel plan.
- 4) Employment and Skills
 - a. Submission of an employment and skills plan.
 - b. No less than 20% of the peak construction workforce to be Haringey residents.
 - c. Provision of financial contribution £ £60,542.72 at which will be used by the council to provide and procure the support necessary for local people who have

been out employment and / or do not have the skills set required for the jobs created.

- 5) Pedestrian crossing facilities at the Dysons Road/Leeside Road/Willoughby Lane
 - a. Provision of financial contribution of £120,000
 - 6) Highways
 - a. Feasibility and design of the Brantwood Road Highways Works £50,000
 - 7) Urban Greening Factor
 - a. Provision of financial contribution of £9000 towards the installation of street trees.
 - 8) Section 106 Monitoring contribution £9103.027
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*
 2. *The proposed development, in the absence of a legal agreement securing sustainable transport measures, would have an unacceptable impact on the safe operation of the highway network, give rise to unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*
 3. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team to provide employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.*
 4. *The proposed development, in the absence of a S.278 agreement securing Brantwood Road Highways Works, would have an unacceptable impact on the highway network. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability (in consultation with the Chair of Planning Sub-

Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and;
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and;
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (2.6) above to secure the obligations specified therein.

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| Appendix 1 | Planning Conditions and Informatives |
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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E(g) (Commercial, Business and Service), B2 (general industrial) and B8 (storage and distribution) (with ancillary offices), car parking, service yard areas, landscaping and associated works.
- 3.1.2. The development proposals seek to make most efficient use of the site by redeveloping it to provide seven employment units up to a maximum height of 12m, to be laid out as two terraces, one to the south and one to the north, with smaller units located to the north, set back from the residential properties on Middleham Road.



Image 1 - Corner of Dysons Road and Middleham Road

3.2 Site and Surroundings

- 3.2.1 The site is in north-east of the Borough and borders the boundary with LB Enfield to the north. It is at the end of Willoughby Lane, to the north of the road junction with Brantwood Road. The existing site is just under 0.94 hectares in floor area, is flat and roughly rectangular in shape, is approximately 2.5km north of Tottenham Hale and approximately 3 km south of Edmonton. The use of the existing site was an open storage and has a number of buildings on it, including Ashburton House which is used for Class E (Commercial, Business and Service) and Class B8 (Storage and distribution) purposes. The site has been vacant since the beginning of this year. The site is located in the Brantwood Strategic Industrial Location that is part of the wider Central Leaside employment area. It is therefore within an established employment area and is adjacent to other employment uses across the industrial, waste and, storage and

distribution sectors. Access to the site is via Dysons Road that forms the eastern boundary of the site, with Brantwood Road to the south.

3.2.2 To the west are industrial premises within the Brantwood Road Estate. The site forms eastern most plot of that Estate. The properties immediately to the north of the site (within LB Enfield) are two storey terraced dwelling houses and beyond that to the north east is the site of the Meridian Water regeneration area.



Image 2 - Site location Plan



Image 3 - Aerial view of the site

3.2.4 The site is surrounded by roads on two of its sides: Dysons Road to the East and Brantwood Road to the south. The site is bounded by the Redcorn waste disposal

operation to the west and other commercial and industrial units to the south on the other side of Brantwood Road. The area to the north of the site along Dysons Road and Middleham Road is residential in nature, primarily comprising 2 storey houses. A public right of way runs east to west along the north of the plot between the commercial plots and the houses of Middleham Road.

- 3.2.5 The site is designated as a Strategic Industrial Location and within Flood Zone 2. The surrounding area is characterised by industrial and commercial uses. The site also lies within the Tottenham Area Action Plan area and is within an Archaeological Priority Area.

3.3 Relevant Planning History

- 3.3.2 HGY/2017/2072 - Minor material amendment following a grant of permission HGY/2005/0918 to alter the wording of Condition 4 to allow scaled back working (no mechanical or industrial processes) on Saturday and Sunday. Planning permission granted on 28/6/2017.
- 3.3.3 HGY/2017/1315 - Prior notification for demolition of Classes B8 and B1 use building. Planning permission granted 5/4/2017.
- 3.3.4 HGY/2017/0921 - Prior notification for demolition of Classes B8 and B1 use building. Planning permission granted 20/3/2017.
- 3.3.5 HGY/2005/0918 - Demolition of part of factory premises and chimneys and merger of premises with adjoining auto salvage recycling and de-polluting station and widening of access onto Willoughby Lane on southeast corner of site. Planning permission granted 28/03/2008.
- 3.3.6 HGY/2005/0918 - Demolition of part of factory premises and chimneys and merger of premises with adjoining auto salvage recycling and de-polluting station and widening of access onto Willoughby Lane on southeast corner of site. Planning permission granted 28/03/2008.

3.4 Relevant Enforcement History

- 3.4.1 COU/2019/00598 Change of use to car sales at the front - **No Breach Case Closed 06.12.2019.**
- 3.4.2 CON/2010/00669 Breach of condition 9 attached to HGY/2005/0918 - **No Breach Case Closed 26.11.2011**

4. CONSULTATION RESPONSE

4.1 Application Consultation

- 4.1.1 The following were consulted regarding the application:

Internal:

- 1) LBH Transport: No objection subject to obligations and condition to secure cycle parking details and Construction Logistics Plan.
- 2) LBH Carbon Management: No objection subject to condition and obligations.
- 3) LBH Waste Management: No objection subject to condition.
- 4) LBH Building Control: No objection.
- 5) LBH Flood & Water Management: No objection subject to conditions in relation to drainage strategy and management/maintenance.
- 6) LBH Pollution Air Quality: No objection, subject to contamination conditions.
- 7) LBH Economic Regeneration: No comments.
- 8) LBH Arboriculturist Officer: No comments.
- 9) LBH Lighting: No objection.

External:

- 10) Greater London Authority: No objection subject to condition.
- 11) Thames Water: No objection, subject to informative/s regarding sequential approach, sewers, groundwater discharge etc.
- 12) London Fire Brigade: No comments.
- 13) Environment Agency: No comments.
- 14) Designing Out Crime Office: No objection subject to condition & informative
- 15) LB Enfield: No objection.
- 16) Transport for London: No objection subject to conditions

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

98 Neighbouring properties

1 site notice was erected close to the site.

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

No of individual responses: 16

5.1.2 Cllr Bevan: submitted the following comments:

- Requires that proposal is fully compliant with London Plan.
- Improve design and attractiveness.
- Traffic congestion in the area.
- Mowlem Estate on Leaside Road N17 0QJ, which was recently built to a very high standard in many aspects. This development should achieve the same standard.
- Substantial s106 contribution.

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

Design

- Scale/bulk of the building

Impact on neighbours

- Loss of sunlight to the garden
- Noise pollution
- Loss of sunlight into house
- Overshadowing
- Visual amenity

Parking, Transport and Highways

- Traffic congestion and obstruction
- Road safety

Environment and public health

- Health benefit/health concerns
- Noise and disturbance

Others

- Property devaluation (*officer comment - this is not a material planning consideration*).
- Mental health and wellbeing will be affected
- Benefits to the local residents
- How does the development fit with pandemic/covid lockdown measures

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development

2. Design and appearance
3. Parking and highway safety
4. Energy and Climate Change
5. Urban Greening Factor
6. Flood risk and drainage
7. Air quality
8. Land contamination
9. Impact on the amenity of adjoining occupiers
10. Waste and recycling
11. Employment
12. Fire Safety

6.2 Principle of the development

- 6.2.1 The site is designated as Brantwood Road Strategic Industrial Location (SIL) (DEA1) which safeguards the land for a range of industrial uses - Classes ranging from B1 (Business) (now class E (Commercial Business and Service) (g)), B2 (General Industrial) and B8 (Distribution or Storage).
- 6.2.2 The NPPF encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.
- 6.2.3 The London Plan (2021) Policies E4 and E5 state that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:
1. are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport;
 2. provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population;
 3. provide capacity for micro, small and medium-sized enterprises;
 4. are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision; and
 5. support access to supply chains and local employment in industrial and related activities.
- 6.2.4 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial uses The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:
- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
 - The intensification of the use of existing employment sites (where possible);

- The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and
- The protection of existing viable B Class Uses on designated and non-designated sites.

6.2.5 In addition, the Council will also:

- Support local employment and regeneration aims;
- Support environment policies to minimise travel to work;
- Support small and medium sized businesses that need employment land and space; and
- Contribute to the need for a diverse north London and London economy including the need to promote industry in general in the Upper Lea Valley and in particular, promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.

6.2.6 Policy NT2 of the TAAP states that the Council will support development proposals within Northeast Tottenham SIL areas which:

- Increase job density and helps to meet Haringey's employment needs;
- Enables small firms to start-up and grow within flexible industrial space; and
- Improves the interface between industrial areas and the Lee Valley Regional Park.

6.2.7 Policy DM37 Part A of the Development Management DPD states that, within SIL areas, proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development proposal:

- Is consistent with the range of uses identified in Policy SP8 of the Local Plan (these include waste/recycling, transport, logistics and distribution amongst others);
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/movements;
- Enhances the quality of the local environment and business area; and

Demonstrably improves the functionality of the site for employment proposes including improvements in the: quality/type of employment space, quality/density of jobs on-site and the site's contribution to the Council's wider employment objectives.

6.2.8 The application site is within the Central Leaside Business Area, which is part of a Strategic Industrial Location (SIL), located within the North East Tottenham area identified within the Tottenham AAP. The proposed net increase in internal floorspace would be approx. 5592.5 sq.m; Therefore, the site would provide enhanced employment use and economic benefits particularly in terms of securing a modern, viable use of the site. The proposal would contribute to the delivery of good quality employment floorspace in Haringey. This is supported by policy E6 of the London Plan and policy AAP4 or the Tottenham AAP. The proposed development meets the Local Plan objective of making efficient use of land and contributes towards policy objectives for accommodating industrial land and supporting economic growth and aligns with Policy in this respect.

Loss of waste use

- 6.2.9 Policy SI9 of the London Plan states that existing waste sites should be safeguarded. Any loss of a waste site would only be acceptable where appropriate compensatory capacity is made that should at least meet or exceed the maximum achievable throughput of the site proposed to be lost. Furthermore, it states that waste plans should be adopted before applications consider the loss of waste sites. A waste site is defined as land with planning permission for a waste use or a permit for waste use from the Environment Agency.
- 6.2.10 The site is a safeguarded waste site in the Site Allocations DPD (2017) as “Brantwood House, 175 Willoughby Lane” as a metal recycling site (vehicle dismantler) with a maximum throughput capacity of 60,000 tonnes per annum. The DPD’s Policy SA4 states that such waste sites will be safeguarded for waste until alternative provision has been made.
- 6.2.11 The adopted North London Waste Plan(NLWP, 2022) Policy 1 “Existing Waste Management Sites” states that all existing waste management sites listed in Schedule 1 are safeguarded for waste use, and applications for non-waste uses will only be permitted where certain requirements are met including compensatory capacity elsewhere. Schedule 1 “Existing Safeguarded Waste Sites” does not include the site, and it is thus no longer safeguarded in the most up-to-date development plan policy on waste safeguarding, and so Policy 1 of the NLWP does not apply.
- 6.2.12 The NLWP Policy 2 “Priority Areas for New Waste Management Facilities” sets out priority areas in Schedule 2 which are identified as suitable for built waste management facilities. The site falls within one of these priority areas “A19-HR – Brantwood Road” which covers the wider Brantwood Road industrial estate. The policy supports waste management facilities coming forward in these general priority areas but does not preclude other uses, such as that proposed, coming forward.
- 6.2.13 As such in policy terms there would be no loss of safeguarded waste capacity as a result of the proposal and it is acceptable in principle.

6.3 Design and appearance

- 6.3.1 DM Policy (2017) DM1 ‘Delivering High Quality Design’ states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey’s sense of place and identity which is supported by London Plan Policy D4.

- 6.3.2 The application site is located in a visually prominent position and the proposal would replace the existing industrial units, the use of which is considered unsympathetic to the new emerging development of the area. Since submission, the development has been revised to address concerns raised by the design officer and residents on Middleham Road.
- 6.3.3 The buildings would have an industrial design and would be finished in contemporary materials. The scheme would be finished in dark grey 'sinusoidal' profiled cladding to the majority of the building exterior, with fully insulated half round light grey cladding laid horizontally. Curtain walling and entrance doors/window details would be incorporated.



Image 4 - Dyson Road illustrative elevation

- 6.3.4 The Council's design officer has reviewed the scheme and notes that use of bricks on the Dysons Road elevation allows the development to transition from the more residential areas along Dysons Road where brick is predominantly used, to the industrial development along Brantwood Road that incorporates a greater variety of materials, to address the relationship of the development with Dysons Road to the east/Brantwood Road to the south. The southern and eastern elevations of Units 1-3 and the eastern elevation of Unit 4-7 have been amended to incorporate additional brick features using new buff brick to provide more variety in the materials as well as greater relief and visual interest.
- 6.3.5 In addition, openings within the buildings have been incorporated to provide more opportunities for passive surveillance and improve the relationship of the development with these public routes. The additional openings will also increase the amount of natural daylight entering units 1-3 and 7 to improve the working environment and reduce the requirement for artificial lighting.
- 6.3.6 The design officer notes that landscaping has been improved and the development includes the provision of an amenity space along the eastern boundary of the site with Dysons Road. This feature will provide employees and visitors of the site with a breakout space, which is important for the well-being of those working at the site. This addition will also help soften the interface between the development and Dysons Road.

- 6.3.7 With regard to the proposed design and appearance the design officer notes that design advice to incorporate more brick has been followed and the scheme has been amended.
- 6.3.8 The design officer notes that the roof profile has been amended to a mono-pitch approach to secure a reduced eaves height along the northern boundary adjacent to the neighbouring residential properties. This reduces the height of the building on the northern boundary by 1.5 metres and this reduces the clear internal height from 10m to 8.2m. This approach will still allow for the inclusion of first floor offices and the mezzanine floor above the loading doors that was seen as a good feature of the proposals at the pre-application stage. The design officer notes that that the proposed development will now be comparable with the massing of Brantwood House where it was once slightly higher, with the building stepped back from the northern boundary when compared to the existing context. The existing, lean-to structure that extends west past Brantwood House is lower in height but again is closer to the residential properties on Brantwood Road. The revised approach will secure the objective of intensifying use of the site, whilst responding to the surrounding context.
- 6.3.9 The design officer concludes that the proposals are acceptable in design terms for this location in terms bulk and mass. The redevelopment of this site marks a great improvement and would be similar to other industrial units within the same vicinity.
- 6.3.10 A condition will require approval of all external materials and restrict the addition of rainwater goods to the building elevations.
- 6.3.11 Comments in relation to the boundary treatment are noted and a condition is included to ensure the final boundary treatment is approved prior to occupation of the development.
- 6.3.12 Officers consider that the proposals are considered acceptable in design terms and this development, would be, functional, compatible with its location and of no harm to any more sensitive areas and respond successfully to the setting.

6.4 Parking and highway safety

- 6.4.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'. The Tottenham Area Action Plan Policy AAP7 further identifies the need for sustainable transport measures to be considered.
- 6.4.2 The site's PTAL score is 2, according to TfL's WebCAT. A recalculation of the PTAL was requested at pre-application stage (notably to take account of the new Meridian Water station). The transport consultant has recalculated it and confirmed that the PTAL remains unchanged. It is however estimated that the PTAL could increase to 3 (moderate connectivity) once Phase 1 of Meridian Water is delivered and the journey time to Meridian Water station on foot is shortened as a result.
- 6.4.3 In regards to parking and highway safety, the applicant has submitted a transport assessment, which has been assessed by transportation officers. The site will be accessed via priority junction from Dysons Road at the eastern site boundary.



Image 5 - Current access on Dysons Road

- 6.4.4 The transport statement states that, the existing access would be relocated approximately 15m to the north of its current position and will require some changes to existing on-street parking arrangements, for which a Traffic Regulation Order would be required. The highway works would be carried out under a S.278 highway agreement and an amendment to the Traffic Management Order to reflect changes to the on-street parking layout. This would be a requirement of the S.106 agreement.
- 6.4.5 The assessment has identified that the Dysons Road/Leeside Road/Willoughby Lane/Brantwood Road junction is currently difficult to cross for pedestrians due to the absence of formal crossing points. Although there are dropped kerbs and central refuge points on each approach to the roundabout, the pedestrian crossings are uncontrolled and informal. In addition, not all of them have tactile paving. The assessment has also highlighted issues with footway parking including HGV parking encroaching on footway widths. A financial contribution has been sought towards the feasibility and implementation of zebra crossings on each approach to the roundabout via S.106 agreement.
- 6.4.6 In addition to this a contribution towards the feasibility and design of the 'Brantwood Road cycle corridor' - that's identified within the Walking and Cycling Action Plan is sought via S.106 agreement to ensure that there is an improvement in cycling environment and infrastructure.



Image 6 - Proposed Access and Parking Plan

- 6.4.7 In terms of vehicle parking, the transport statement states that 44 parking spaces would be provided on site in accordance with Policies T5 and T6 as set out in the London Plan 2021. The transportation officer's that consider the number of parking spaces to be appropriate as the London Plan states that car parking for industrial sites varies considerable depending on location and the type of development proposed. A parking and design management plan would be secured via S.106 agreement and tied in with monitoring of the Travel Plan to ensure a decrease in demand over the monitoring period and to minimise the demand for on-street parking/onsite parking. It is proposed that 10% of the 44 car parking spaces would be fitted with electric vehicle charging points and 16% of the 44 parking spaces would be designated for disabled users. In addition, 5% of the commuter car parking spaces would be allocated to car shares, this would be monitored by the Travel Co-ordinator.
- 6.4.8 In regards to the operational parking, the ground-floor plan shows a total of seven bays (3 for HGVS and 4 for MGVs). The transport statement states that the site layout has been designed to accommodate 3 HGVs and 15 LGVs simultaneously, which would be sufficient to cater for the peak operational vehicle demand identified between 09:00 and 10:00 of 12 vehicles (2 HGVs and 10 LGVs). The applicant would be required to submit a detailed delivery and servicing plan, which indicates how all the LGVs would be accommodated outside the proposed marked bays. The transportation officer considers that a condition should be attached to address this.

- 6.4.9 The statement indicates that a minimum of 24 long-stay and 6 short-stay cycle parking spaces would be provided, which accords with the minimum standards. It is noted that at least 5% of the long-stay provision (rounded up to 2 spaces) would be for larger cycles. The transportation officer notes that the adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition.
- 6.4.10 In terms of refuse and recycling, the Transport Assessment indicates that refuse/recycling storage would be located within the service yard and collection would be undertaken by a private company.
- 6.4.11 A draft travel plan has been included in the application. The Council's Transportation officer is satisfied with the measures provided. A Travel Plan monitoring fee will be required through the S.106 agreement. To help mitigate the impact of development on the highway, and to ensure that the adjacent roads are not impacted, a condition requiring a Construction Logistics Plan is included.
- 6.4.12 Subject to the Conditions included at Appendix 1, Officers consider that the proposed scheme would not have any undue impacts on the road network, and through the inclusion of cycle parking, would encourage the uptake of sustainable modes of transport.

6.5 Energy and Climate Change

- 6.5.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.5.2 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. Local Plan Policy SP4 requires all new developments to be zero carbon and 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.
- 6.5.3 The development achieves a 100% reduction in on-site regulated carbon emissions compared to a Part L 2013 compliant baseline with SAP10 carbon factors. This is based on good fabric efficiencies, solar photovoltaic panels on the industrial units and air source heat pumps. A plan showing the location of where the pipework could be installed in the future to connect individual units to a future decentralised energy network has been submitted. A planning condition has been recommended to submit evidence of discussions with the network operator and the location of pipework that should be installed by the developer from the individual units to a single point of connection at the edge of the site, in line with Policy SI3, to enable a site-wide future connection to the DEN.
- 6.5.4 Dynamic thermal overheating modelling was undertaken to model the risk of overheating in the office areas, and reduce the overheating risk and cooling demand in line with the Cooling Hierarchy. The development passes the minimum overheating mitigation requirements.

- 6.5.5 A BREEAM Pre-Assessment report was submitted demonstrating that the units could achieve a “Very Good” score, in line with Policy SP4. A planning condition has been recommended to submit the certification, demonstrating that the sustainability measures have been delivered.

6.6 Urban Greening Factor

- 6.6.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.6.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, “trees play a significant role in improving environmental conditions and people’s quality of life”, where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.6.5 The proposed development would provide improvements to the soft landscaping over the existing arrangement which provides virtually no greening. The Urban Greening Factor for the development has been calculated as 0.06, which while low, is an improvement compared to the current situation of almost no greening. The site is designated as a Strategic Industrial Location (SIL) and the aim of the proposal is to secure the intensification of employment capacity at the site, as required by Haringey and GLA planning policy, therefore limiting the opportunities available to incorporate soft landscaping. The development is for flexible employment use including B2 and B8, so as noted above the urban greening factor requirement of 0.3 does not apply.
- 6.6.6 Soft landscaping is provided as part of the development proposals on the site and through the associated highways works to contribute to the visual amenity of the area for the benefit of users of the development and the surrounding roads and areas of public realm. The landscaped areas provide a softer boundary to the development and provide greater opportunities for biodiversity compared to the existing site. Officers consider that the proposal does include good urban greening improvements which provide an acceptable balance between greening and intensification of B2 and B8 uses, as such this is considered acceptable in urban greening terms.

Trees/hedges

- 6.6.7 The boundary planting is formed by hedges, a mix of broad-leafed Privet and Hornbeam, with infill areas of mostly evergreen planting adjacent to the maintenance paths that run around the new units. Birch and Cherry trees are also proposed at the main site entrance off Dysons Road to create a sense of arrival at the development. In addition, six street trees would be planted near the site and this would be secured via S.106 agreement.
- 6.6.8 The landscape proposals have been designed to include species that are robust to cope both with the situation of full sunshine, as well as shade to ensure their long-term durability. All plant beds have good access for maintenance from the paths that surround the units. An amenity area has also been incorporated within the landscaped area, including seating for the use of employees at the site, which is located on the western boundary of the development.
- 6.6.9 It is therefore considered that the proposal is compliant with planning policy in respect of soft landscape provision. The final details will be secured by a condition.

Ecology/ Biodiversity

- 6.6.10 Policy G6 of the London Plan requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.
- 6.6.11 Strategic Policies DPD Policy SP13 requires development to protect and improve biodiversity, including contributing to wildlife and ecological habitats and, where possible, including tree planting, green and brown roofs, rainwater harvesting, green walls, bird and bat boxes.
- 6.6.12 The proposed soft landscape area surrounding the proposed development have been designed to maximise the biodiversity of the area by using a mixture of hedging plants.
- 6.6.13 The existing site has a negligible amount of soft landscaping and is currently characterised by obtrusive fencing around its perimeter, which detracts from the visual amenity of the area and has a negative impact on the environmental quality of this location. The proposals will introduce more greenery and planting and secure a biodiversity net gain in respect of both habitat and hedgerow units.
- 6.6.14 The proposal will create a significant increase in ecological value in relation to broad habitats and increase in ecological value in relation to hedgerow habitats, in accordance with the Biodiversity Net Gain requirement in accordance with the above policies.

6.7 Flood Risk and Drainage

- 6.7.1 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. 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.
- 6.7.2 The site is located with Flood Risk Zone 2 (low) as defined by the Environment Agency. As the proposal is for Commercial industrial use, the development will be classified as a 'less vulnerable' development by the Flood Risk Vulnerability Classification (Table 2) in

the National Planning Policy Framework (NPPF). The applicant has submitted a Flood Risk Assessment and drainage strategy.

- 6.7.3 The DPD Policy DM24 seeks that *“All proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied.”*
- 6.7.4 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.
- 6.7.5 As the proposals are considered least vulnerable in relation to flood risk the Sequential and Exception Test are not necessary for the proposed use. The development will not place additional persons at risk of flooding and will offer safe means of access and egress. In addition, the development will not increase flood risk elsewhere as the same, if not less, impermeable surfaces are proposed.
- 6.7.6 In terms of sustainable drainage, surface water run-off will be through soakaways, discharge into a watercourse at an appropriate rate and discharge into a surface water sewer at an agreed rate. A condition to secure a drainage system and its details is recommended.
- 6.7.7 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.
- 6.7.8 Accordingly, the proposed development is considered to comply with local drainage policies.

6.8 Air Quality

- 6.8.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.2 The applicant has submitted an Air Quality Assessment. The report sets out, that due to proximity of nearby receptors the site is considered to have a medium risk of impacts with regards to dust soiling and PM10 concentrations. However, following the implementation of appropriate mitigation measures impacts associated with the construction of the development are likely to be insignificant. The report further states a number of mitigation measures would be undertaken during demolition, construction and operation phase to prevent air quality impacts. These measures will ensure that the development will be air quality neutral.
- 6.8.3 Officers consider that the mitigation measures proposed during demolition and construction are sufficient to make the scheme acceptable from an air quality perspective.

Land Contamination

- 6.8.4 Local Plan Policy DM23 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.
- 6.8.5 The Council's Pollution Officer has been consulted as part of the application and has raised no objections, subject to further investigations being made at the construction stage and this is to be secured by way of the imposition of conditions on any grant of planning consent.

6.9 Impact on the amenity of adjoining occupiers

- 6.9.1 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.
- 6.9.2 DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Daylight and sunlight impact on surrounding properties

- 6.9.3 The applicant commissioned Anstey Horne to undertake a daylight and sunlight assessment of the effect of the proposed development upon the existing surrounding properties. The following properties were assessed, 1a,3,5,7,9,11,13,15,17,19,21,23,25,27,31,33, Middleham Road,1,2,3,4,Malham Terrace and 179 Willoughby Lane. In terms of daylight, all windows and rooms in 13 Middleham Road, properties from 17 to 33 Middleham Road, the Malham Terrace properties and 179 Willoughby Lane all achieve or exceed the guideline values, either by experiencing minimal change or no impact from the proposed development to their daylight levels.
- 6.9.4 The report states that for sunlight to all the properties with south facing windows were tested and rooms in number 3 and 4 Malham Terrace, the Middleham Road properties and 179 Willoughby Lane meet or exceed the guideline values, either experiencing minimal change or no impact from the proposed development to their sunlight levels.
- 6.9.5 Furthermore, the daylight and sunlight report states that in terms of sunlight availability, all of the windows and rooms assessed nos. 1,1a, 3, 5, 7,9,11 and 15 Middleham Road, achieve the guideline values on both an annual and winter basis. Including the following, properties number 1 and 2 Malham Terrace all adhere to the BRE 2011 guidelines. BRE

guidelines have been recently updated but not in relation to the impact on neighbouring properties.

- 6.9.6 The report further indicates that in terms of daylight availability, a Vertical Sky Component test was conducted, which measures the amount of skylight available at the centre of a window on the external plane of the window wall. The results shows that of the six windows tested on number 1,1a Middleham Road, three exceed the guideline values for Vertical Sky Component (VSC), with the remaining three receiving a reduction that is marginally outside the 0.8 guideline the BRE sets out, but overall this is considered acceptable. In terms of daylight distribution results demonstrate that of the four rooms tested, two rooms achieve the guidelines values with minimal or no change experienced. In regards to sunlight availability, all of the windows and rooms assessed achieve the guideline values on both an annual and winter basis.

Sunlight to surrounding gardens and open spaces

- 6.9.7 The report states that, the sunlight to surrounding gardens and open space was calculated in accordance to BRE guide and the results reveal that the gardens at 17, 19, 21, 23, 25, 27, 29, 31 and 33 Middleham Road and 2, 3 and 4 Malham Terrace adhere to the guidelines with minimal or no impact. For the gardens that remain, 1, 3, 5, 7, 11, 13 and 15 Middleham Road and 1 Malham Terrace receive reductions beyond the guideline values set out in the BRE. Six gardens receive reductions below 0.66 times their former value, two receive reductions below 0.5 times their former value and one garden receives a reduction of 0.00 times its former value. Whilst the report highlights that some gardens receive a reduction beyond the guideline values, the results are not unusual in the context of the urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. It is considered that the development achieves an appropriate balance between daylight and sunlight related impacts and other material planning considerations.
- 6.9.8 Furthermore, given that, there is an existing high brick wall and accompanying buildings at the southern end of the Malham Terrace and Middleham Road properties, which limits the sunlight received by the gardens. As part of the proposals, the development is stepping away slightly from the boundary with these properties.
- 6.9.9 Officers considered that the adjoining properties bounding the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed public benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

Privacy/Overlooking and outlook

- 6.9.10 Since submission, the development has been amended to address some of the concerns raised by the design officer and local residents. The height of the building adjacent to the northern boundary of the site has been lowered to reduce the massing of the development and improve the relationship with the nearby residential properties. To reduce the height, the roof profile has been amended from a standard roof design with a ridge, to a mono-pitch approach to secure a reduced eaves height along the northern boundary.

6.9.11 Furthermore, the site would be bounded by 2.4-metre-high fence, which would provide some screening and the materials of the fence would be conditioned. As stated above the roof form has been amended, such that the new development is only marginally above this 25-degree line of sight. The site is in an urban location and designated as SIL and it is considered that the revised proposals are appropriate and will not have an undue impact on the relationship with the adjoining residential properties whilst enabling an intensification of the site.

Other amenity considerations

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

6.9.13 The submitted Air Assessment (AQA), which demonstrates that mitigation measures would be put in place to ensure the development, is air quality neutral.

6.9.14 Furthermore, the applicant has submitted a environmental noise report, which assessed the following activities:

- Fixed mechanical plant
- External activity
- Noise break-out from units

6.9.15 The report concluded that predicted noise levels from external activity are within the WHO Guideline for external areas and also no greater than the existing daytime ambient noise levels (LAeq1hr) measured between 0700 and 2300 hours. It is therefore concluded that the impact of noise from external activity during the day (0700 - 2300 hours) will be acceptable.

6.9.16 In terms of noise break-out from units, the reports states that the layout of the site and units have been designed taking into account good acoustic design principles with all doors and windows facing towards the centre of the site away from the residential properties. Whilst the exact use of the units is not yet known, the applicant has been advised that they are likely to be E, B2 or B8 uses, and therefore will not generate high levels of internal noise. The noise levels generated will be significantly lower than the levels generated by the existing use of the site as a car breaker.

6.9.17 In regards to noise from mechanical service plants, the report states that (type and precise detail of the mechanical service plant is not yet known). However, the fixed plant is likely to consist of air handling units, extract fans, boilers and emergency generators. Given that precise details of the mechanical service plant are not known, it is considered that noise levels can be controlled by a suitably worded planning condition.

6.9.18 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

6.9.19 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given that the current existing is waste recycling/car breakers and the current urbanised nature of the surroundings.

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

6.10 Waste and Recycling

6.10.1 London Plan Policy London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.

6.10.2 As this is, a commercial building refuse collection would be dealt with through a private arrangement. A condition to secure details of the location and facility for waste and recycling facilities on site will be attached.

6.11 Employment

6.11.1 Local Plan Policy SP8 requires all major development to help ensure that Haringey residents have access to work and share in the increasing wealth associated with expanding the local and London - wide economy. To this end, proposals are expected to demonstrate a commitment to improve education, skills and training provision. Policy AAP4 of the TAAP states that The Council will support local residents to access local and London-wide jobs and, where appropriate, may seek planning contributions towards employment initiatives in line with policies SP9 and DM48.

6.11.2 The applicant has indicated that the development would provide over 5,500sqm of employment floor space for flexible E, B2 and B8 use. The site will include seven individual units each of which will have ancillary office space. The proposals will take into account varying levels and types of disability and including visual impairment.

6.11.3 Provisions for local employment skills and training will be secured by S.106 obligations.

6.12 Fire Safety

6.12.1 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.

6.12.2 The applicant has provided a Fire Statement in accordance with Policy D12. Haringey Building Control has been consulted on this application and raise no objection.

6.13 Conclusion

- There is strong policy support for intensifying employment floor space within a Strategic Industrial Location.
- The proposed development would deliver almost double the quantum of floorspace, creating a total of 5592.5 sqm of flexible employment floorspace.

- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area.
- The development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- Officers are also satisfied that the proposal complies with policy objectives regarding employment, impact upon amenity, transport and travel, energy and sustainability, biodiversity floor risk and air quality. Officers have recommended conditions, and s106 heads of terms, where necessary to make the scheme acceptable in planning terms.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £360.995, 87 (5,592.5 sqm x £64.55) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

8.0 RECOMMENDATION

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

APPENDIX 1 – Planning Conditions and Informatives

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

31380 PL 200 – Site Location Plan ,31380 PL 201E – Site Layout Plan ,31380 PL 202A – Ground Floor Plan,31380 PL 203A – Office Floor Plans,31380 PL 204A – Proposed Elevations,31380 PL 205A – Proposed Elevations,31380 PL 207 – Existing and Proposed Layout overlay,31380 PL 208A – Proposed Unit Section 31380 PL 209 – Existing Elevations Sheet 1,31380 PL 210 – Existing Elevations Sheet 2,31380 PL 211 – Illustrative Sections Showing Existing Buildings,31380 PL 212 – Dysons Road Illustrative Elevation,92550-HLS-00-ZZ-M2-G-10100-A7 Existing Site Layout/Topographical Survey Sheet 1,837.19.02 Rev B – Planting Layout, Active Travel Zone Assessment – DTA, June 2022,Archaeology Assessment – RPS, 2021

Air Quality Assessment (including dust and emission assessment) – Kairus, November 2021,Air Quality Technical Note v1 – Kairus, June 2022,Applicant Response to GLA Stage 2 Memo, 15th November,Asbestos Survey Report – Life Environment Services, November 2020,Be Seen Spreadsheet v2 – ESC, November 2022,Biodiversity Net Gain Metric Results – July 2022,BREEAM Calculator – December 2022,Car Park Management Plan – DTA, June 2022,Carbon Emission Reporting Spreadsheet – ESC, October 2022,Circular Economy Memo – ESC, December 2022,Circular Economy Statement v4 – ESC, December 2022,Circular Economy Template – ESC, December 2022 Community Infrastructure Levy Forms – February 2022,Construction Logistics Plan – DTA, February 2022,Construction Management Plan Version 1 – February 2022,Delivery Service Plan – DTA, 2022,Design and Access Statement (incl. Crime Prevention Statement) – MSA, 2021,Dysons Road Halligans Response to GLA Issues – Halligans, 23.05.22,Ecology/Biodiversity Audit – Betts, April 2021,Energy Calculations – ESC, November 2022,Energy Memo Spreadsheet – ESC, October 2022,Energy Statement Rev C – Halligans, October 2022,External Lighting Proposals – Halligans, July 2021,External Lighting Overspill Drawing B3526/EXT/100 – Halligans, July 2021,Flood Risk Assessment & Drainage Strategy Rev D – PRP, September 2022,Fire Statement – Marshall Fire, February 2022,31380 Edmonton GLA Response – MSA, June 2022,Land Contamination Report/Geo-Environmental Assessment – Delta Simons, June 2020,Noise Assessment – Sharps Redmore, June 2021,Overheating Assessment Rev A – Halligans, January 2023,Planning Statement (incl. Statement of Community Involvement) – MSA, February 2022,Planning and Design & Access Statement Addendum – October 2022,Soil condition Report – GB Card & Partners, December 2016,Summary Response to Council Carbon Management Comments Rev A – MSA January 2023

Materials

3. Samples of materials to be used for the external surfaces, rainwater goods hardstanding, gates and fencing, of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types, cladding, window frames and a roofing material sample combined with a schedule of the exact product references. The development shall be provided as approved and retained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Land Contamination

4. Before development commences other than for investigative work:
 - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Unexpected contamination

5. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

NRMM

6. a. Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.

Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

- b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/EC for both NO_x and PM emissions shall be submitted to the Local Planning Authority.

Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

- c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

Waste and recycling

7. Prior to occupation of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Waste management plan should include details of how refuse is to be collected from the site. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy SI 2 of the London Plan 2021.

8. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to use classes Office/Light Industrial E (g)); industrial (Use Class B2); and/or storage and distribution (Use Class B8) purposes only and shall not be used for any other purpose including any purpose within Class B

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

Construction Management Plan (including Construction Logistics Plan)

9. Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:
- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
 - b) The estimated peak number and type of vehicles per day and week;
 - c) Estimates for the number and type of parking suspensions that will be required; and
 - d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

Cycle Parking

10. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the all cycle parking spaces for users of the development (10 no. short-stay, 10 no. long-stay cycle, including 4 cargo bike parking spaces) have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

Drainage

11. No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that:
- a) The surface water generated by this development for all the rainfall durations starting from 15 min to 10080 min (7 days not 1 day) and intensities up to and

including the climate change adjusted critical 100 yrs. storm can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.

- b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
- c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.
- d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter in accordance with policies DM26 and DM27 of the DPD (2017).

Management and Maintenance

- 12. Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system.

Secure by design accreditation

- 13. Prior to occupation of the development, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason To ensure safe and secure development and reduce crime.

Energy Strategy

- 14. The development hereby approved shall be constructed in accordance with the Energy Report rev C (dated October 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum XXX kWp solar photovoltaic (PV) array.

(a) Prior to the commencement of above ground works, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Evidence of discussions with the decentralised energy network operator on the viability of the development connecting;
- A revised heating strategy following discussions with Energetik;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction with SAP2012 carbon factors;
- Location, specification and efficiency of any ASHPs, if they form part of the revised heating strategy, (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV arrays shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) The solar PV arrays air source heat pumps must be installed and brought into use prior to first occupation of the relevant unit. Six months following the first occupation of that unit, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array and heat pump have been installed.

c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

Urban Green Factor

15. Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.

Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Breem

16. (a) Prior to the above ground commencement, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

- (b) Prior to occupation of the relevant unit, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

Circular Economy

17. Prior to the occupation [of any phase / building/ development], a Post-Construction Monitoring Report should be completed in line with the GLA’s Circular Economy Statement Guidance.

The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development].

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.

Whole Life-Cycle Carbon

18. Prior to the occupation of each building, the post-construction tab of the GLA’s Whole Life Carbon Assessment template should be completed in line with the GLA’s Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall

be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

External Lighting

19. Prior to the commencement of above ground works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety

Boundary Treatment

20. Above ground works must not commence until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. This should include the proposed layout, materials and colours for the full site boundary and any internal fencing/gates.

The approved boundary treatment must be implemented prior to first use of the site and maintained for the lifetime of the development.

Reason: To ensure that boundary treatment is of a high-quality, and successfully responds to the context of the site.

Noise

21. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB (A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Delivery and Servicing Plan

23. Prior to the occupation of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:
- a) Identifying where safe and legal loading and unloading can take place;
 - b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
 - c) Managing deliveries to reduce the number of trips, particularly during peak hours;
 - d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
 - e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

Section 278 (Highway Works) Agreement

24. Before works commence on site to implement the development, the developer shall provide detailed of the existing road surface condition including the footways and bell mouth access. Before the scheme is occupied the developer will be required to submit details of the condition of the highways to the Local Planning Authority.

Reason: To ensure the highway works are undertaken to a high-level of standards and in accordance with the Council's requirements.

25. Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

Informatives:

INFORMATIVE: NPPF

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £360,995.87 (5592.5sqm x £64.55) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: London Fire Brigade

The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE: Thames Water

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Advertisement

The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.

INFORMATIVE: Secure by Design

The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

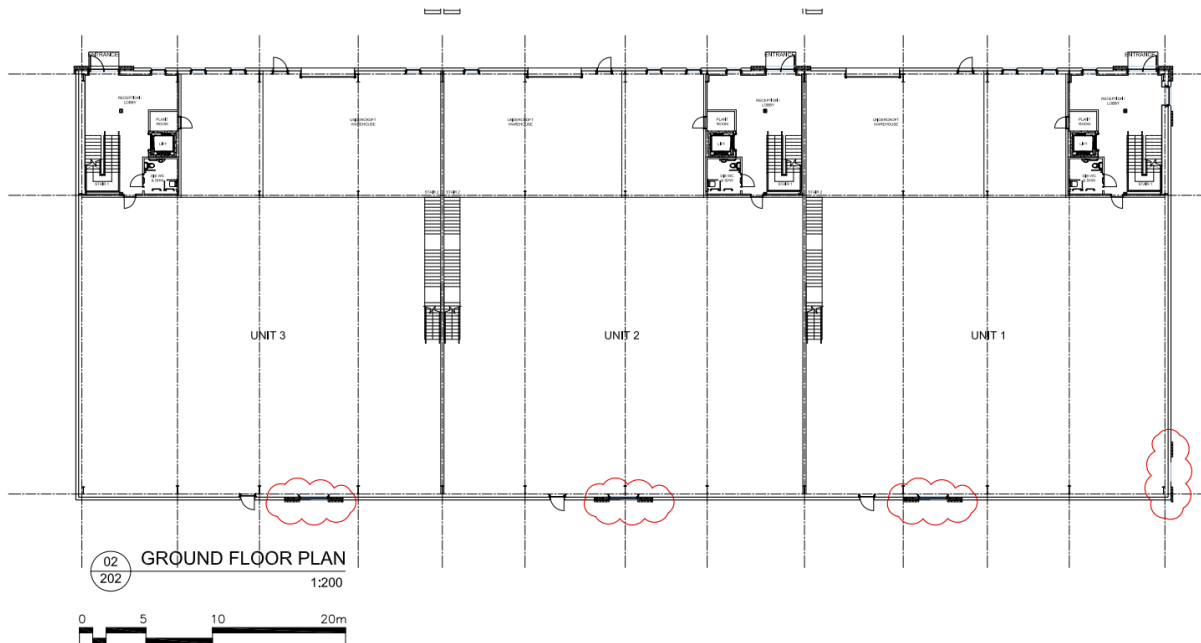
INFORMATIVE: Historic London

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

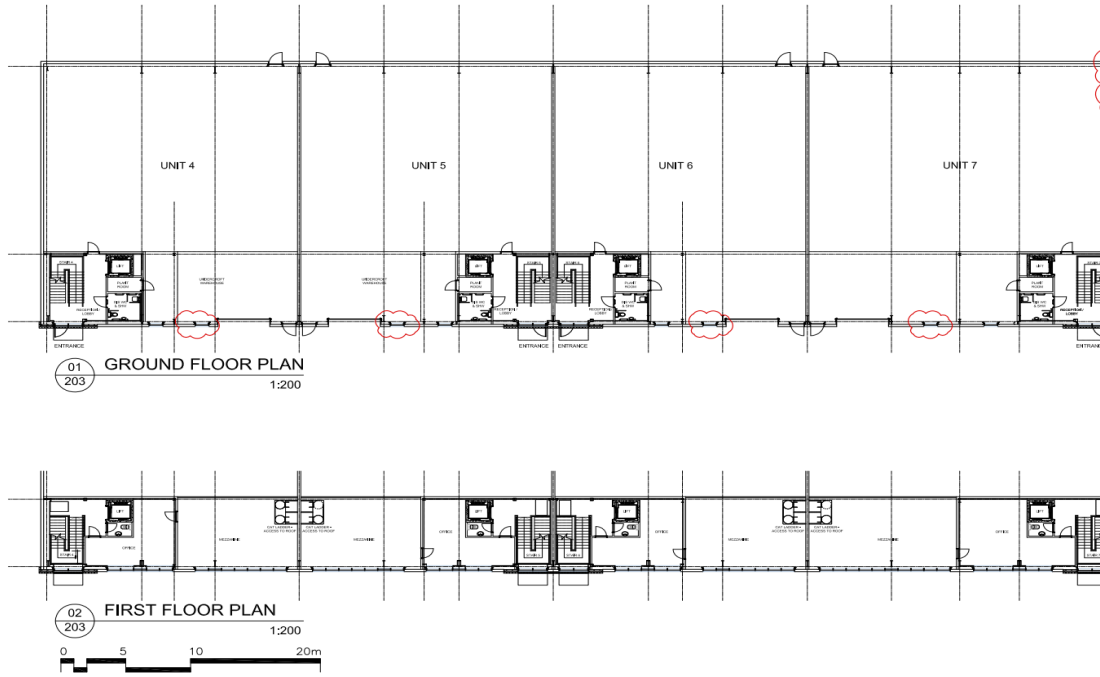
Appendix 2- Plans and images



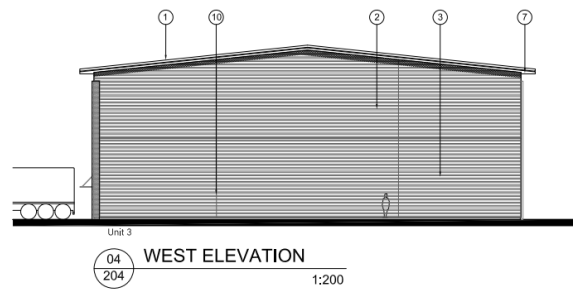
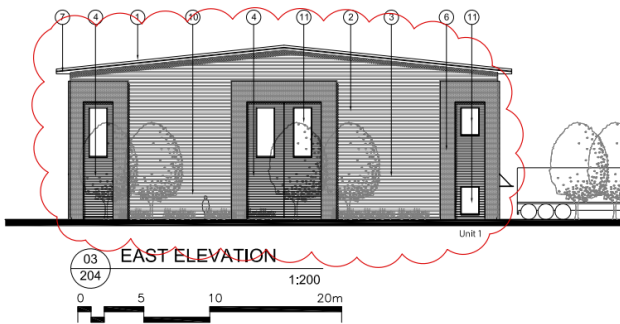
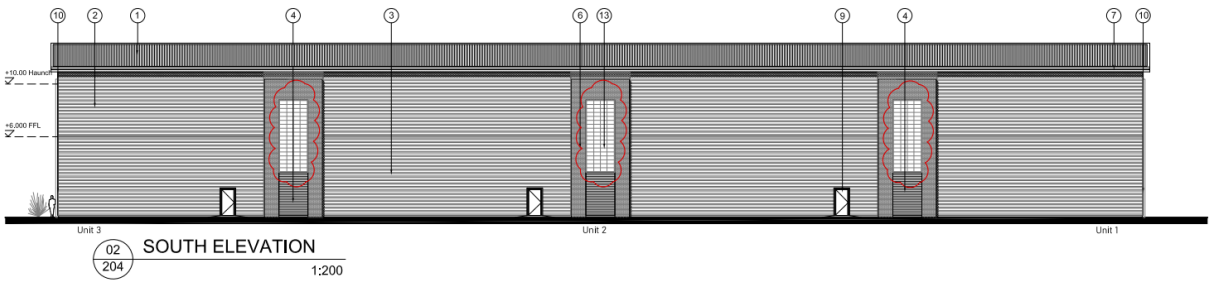
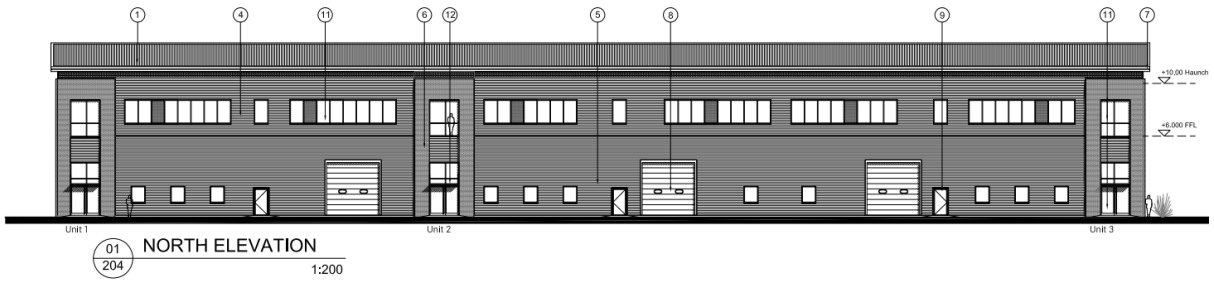
Site location plan



Proposed ground floor plan



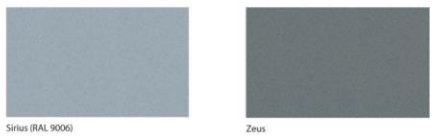
Proposed first plan



Elevations Unit 1-3



01 DYSONS ROAD ILLUSTRATIVE ELEVATION
1:200



02 Brick Type - Smooth Buff
212



03 Cladding Profile - Sinusoidal
212



04 Cladding Profile - Half Round
212

SCHEDULE OF EXTERNAL FACING MATERIALS

- ① ROOF FULLY INSULATED BUILT UP ROOF SYSTEM
COLOR: GREY METALLIC UNPAINTED
- ② UNIT UPPER WALL CLADDING FULLY INSULATED HALF ROUND CLADDING
COLOR: COLOUR MATCH TO LOWER UNIT METAL CLADDING
- ③ UNIT LOWER WALL CLADDING FULLY INSULATED HALF ROUND CLADDING
COLOR: COLOUR MATCH TO LOWER UNIT METAL CLADDING
- ④ OFFICE UPPER WALL CLADDING FULLY INSULATED HALF ROUND CLADDING
COLOR: COLOUR MATCH TO LOWER UNIT METAL CLADDING
- ⑤ OFFICE LOWER WALL CLADDING FULLY INSULATED HALF ROUND CLADDING
COLOR: COLOUR MATCH TO LOWER UNIT METAL CLADDING
- ⑥ BRICK FEATURE BRICK: COLOUR: SMOOTH-BUFF
- ⑦ ROOF FASCIA/UNDERMINNER BRICK: COLOUR: SMOOTH-BUFF
ALUM. COLOUR: SMOOTH-BUFF METALIC (RAL 9006)
- ⑧ LOADING DOORS DARK STEEL, SPHERE FRAME
COLOR: SMOOTH-BUFF (RAL 9006)
- ⑨ PERSONNEL AND EXIT DOORS DARK STEEL, SPHERE FRAME
COLOR: SMOOTH-BUFF (RAL 9006)
- ⑩ FLANKING COLOUR: BRICK (COLOR TO MATCH ADJACENT CLADDING)
- ⑪ CURTAIN WALLING COLOR: METALIC POLYURETHANE CLADDING
RAL 9006 COLOUR MATCH TO LOWER UNIT METAL CLADDING
INSULATION: POLYURETHANE
FRAMING: ALUMINUM
GLASS: CLEAR GLASS (GLAZING UNIT TO BE DETERMINED BY ARCHITECT)
- ⑫ BARRIERS COMPACT CONCRETE (TO BE DETERMINED BY ARCHITECT)
- ⑬ CLADDING SYSTEM FRAME: GALV. STEEL
FINISH: UNPAINTED POLYURETHANE

NOTES:

- 1. SUBJECT TO APPROVAL COMMENTS
- 2. BASED ON ASSUMPTIONS OF THE ARCHITECT
- 3. BASED ON THE ASSUMPTIONS OF THE ARCHITECT
- 4. COLOURS TO BE DETERMINED BY ARCHITECT
- 5. COLOURS TO BE DETERMINED BY ARCHITECT
- 6. COLOURS TO BE DETERMINED BY ARCHITECT
- 7. COLOURS TO BE DETERMINED BY ARCHITECT
- 8. COLOURS TO BE DETERMINED BY ARCHITECT
- 9. COLOURS TO BE DETERMINED BY ARCHITECT
- 10. COLOURS TO BE DETERMINED BY ARCHITECT
- 11. COLOURS TO BE DETERMINED BY ARCHITECT
- 12. COLOURS TO BE DETERMINED BY ARCHITECT
- 13. COLOURS TO BE DETERMINED BY ARCHITECT



05 Reference Plan
1:1000

REV	DATE	DESCRIPTION	BY	CHK
1	20/09/22	Final Issue	MS	MS

MICHAEL SPARKS ASSOCIATES

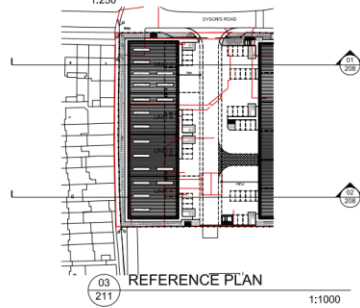
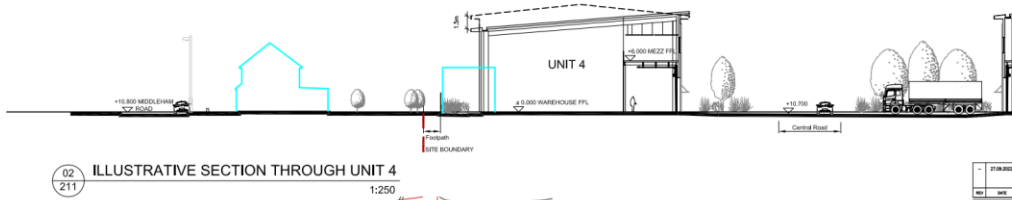
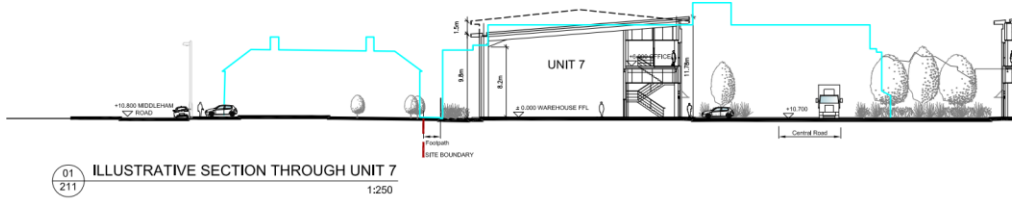
DESIGNED ARCHITECTS
11000 140th Ave
Edmonton, AB T5A 0A6
Tel: 780-443-7700
www.msparks.ca

BY: DYSONS ROAD, EDMONTON
PROJECT: DYSONS ROAD ILLUSTRATIVE ELEVATION
DATE: GRAFTONGATE DEVELOPMENTS

DATE	SCALE	STATUS
09 SEPTEMBER 2022	1:200/0A2	ISS
BY:	DATE:	STATUS:
MS	PLANNING	ISS

PROJECT NUMBER: 31380-PL-212


Proposed Illustrative elevations



NOTES:

- SUBJECT TO STATUTORY COMMENTS
- BASED ON BEST AVAILABLE INFORMATION AVAILABLE
- BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE CONSULTANT'S VISUAL SURVEY OF THE SITE AND SURROUNDING AREA
- CONCEPT DRAWING
- NOT AN AS-BUILT DRAWING AND SHOULD NOT BE USED FOR CONSTRUCTION PURPOSES
- FOR MORE INFORMATION CONTACT THE CONSULTANT
- © 2022 GRAFTONGATE ARCHITECTS



27/08/2022		1st Issue	-	-
REV	DATE	BY	CHKD	DESC
 GRAFTONGATE ARCHITECTS 11 RIVER WALK EDINBURGH, SCOTLAND EDINBURGH, SCOTLAND WWW.GRAFTONGATE.CO.UK				
TITLE DYSON'S ROAD, EDMONTON DRAWING ILLUSTRATIVE SECTIONS SHOWING EXISTING BUILDINGS CLIENT GRAFTONGATE DEVELOPMENTS				
DATE	SCALE	DRAWN	CHECKED	DATE
AUGUST 2022	1:200@A2	SP	SP	
		DATE	STATUS	
		PLANNING	02	
DRAWING NUMBER 31380-PL-211				

Existing building illustrative sections

Photographs of around the site








Appendix 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p><u>Site Context</u> These proposals are for what at first glance would be a very standard, typical “business park” industrial development. It is to be hoped that the industrial space development industry will increasingly move away from this vehicle-orientated, pedestrian-unfriendly, land-hungry form of development, but the applicants have made it clear that the market they know well is still very much wedded to the need to have large, flexible volumes within a secure perimeter with good vehicular servicing from articulated heavy goods vehicles.</p> <p>However, this is a more intensive such proposed development, with larger volumed buildings, and fewer parking spaces, than typical, representing a 50% increase on floorspace, considerably more increased volume given the high ceiling heights of minimum 8m, generally over 10m, compared to the existing, and allowing potentially significant mezzanine floorspace to be inserted. It therefore represents progress towards a greater intensity of use of employment land.</p> <p>In extensive discussions with officers, the applicants have been challenged to significantly improve the fenestration, appearance and landscaping, especially to improve their appearance from the street and for the pedestrian and neighbour’s experience. Therefore, brick elements have been added to the standard profiled metal facades, around unit entrances, to key corners and along the otherwise blank long building frontage to the south along Brantwood Road, with a significant number of additional high level windows added to these brick elements. The roof profile of the northern block was also amended following discussions, to a mono pitch with a lower eaves to the north, to reduce the proposal’s impact on the residential properties to the north, albeit that they are generally well spaced away from this site, with not only long back gardens but also a well wooded screen formed by a separate narrow lane between this site and those residential properties. To the Dysons Road frontage, where the neighbouring houses are closer, albeit oriented perpendicular to the application site, the proposals as amended are actually lower than the existing industrial building on the site at the frontage.</p> <p>Key external materials, building details, boundary treatment and landscaping should be secured by condition. The applicants’ proposed brick is a plain buff, which would be contrary to officers’ recommendations in meetings for a more red coloured brick with a fair amount of variation, and it is to be hoped such a brick can</p>	Support noted.

Stakeholder	Question/Comment	Response
	<p>be substituted at this condition stage. It is also noted that the applicants' plans and elevations are inconsistent and illogical in places on the extent and disposition of the brick elements; these should be of similar size, appearance and fenestration on both sides of their key corners, to the north-east, south-east and south western corners of the development, so they do not appear as a skin-deep "wallpaper" but have a solidity and substance, and benefit forgotten sides including to the front gardens of the residential properties to the north, where the contribution of the brick elements to the proposal's transition to the residential neighbourhood to the north is so important. It is also vital that the site fencing and landscaping to both of the street frontages is both durable and attractive when confirmed at condition stage.</p> <p>With these issues resolved at condition, the proposals should form an acceptable design to an unremarkable, typical industrial area.</p>	
<p>Transportation</p>	<p>I have reviewed the above application, the transport consultant's response to my initial queries and taken account of the pre-application advice issued in 2020 (PRE/2020/0178).</p> <p>My final comments are set out below, alongside a set of recommended planning conditions and s.106 obligations.</p> <p>Transport Assessment</p> <p><u>Development Proposals</u></p> <p>The proposals involve the demolition of existing buildings and the erection of 5,592sqm (GIA) of employment floor space for flexible E (light industrial), B2 and B8 uses. The site would include seven individual units, each of which would have ancillary office space. On-site commuter and operational parking provision is also proposed on site.</p> <p><u>Public Transport Assessment Level (PTAL)</u></p> <p>The site's PTAL score is 2, according to TfL's WebCAT. A recalculation of the PTAL was requested at pre-application stage (notably to take account of the new Meridian Water station). The transport consultant has recalculated it and confirmed that the PTAL remains unchanged with a value of 2. It is however estimated that the PTAL could achieve 3 (moderate connectivity) once Phase 1 of Meridian Water is delivered and the</p>	<p>Noted conditions to be attached</p>

Stakeholder	Question/Comment	Response
	<p>journey time to Meridian Water station on foot is shortened as a result.</p> <p><u>Personal Injury Collison (PIC) Data Analysis</u></p> <p>Five years' worth of PIC data have been analysed and the conclusion drawn by the transport consultant is that there do not exist any current road safety issues related to the highway geometry and layout. As such, the Transport Assessment concludes that no intervention is needed as part of the development proposals.</p> <p><u>Active Travel Zone (ATZ) Assessment</u></p> <p>An ATZ assessment has been carried out. This was provided post submission during June 2022.</p> <p>A visit of the surroundings of the site was undertaken on Thursday 8th June 2022. Four routes from the site were assessed:</p> <ul style="list-style-type: none"> • Route 1: Leaside Road Bus Stop (Stop NH) via Dysons Road and Willoughby Lane; • Route 2: Meridian Water Underground Station via Leaside Road and Meridian Water Development; • Route 3: Brantwood Road Bus Stop (Stop V) via Brantwood Road; and • Route 4: White Hart Lane Overground Station via A1010 High Road and Moselle Street. <p>In summary, the assessment has identified that the Dysons Road/Leaside Road/Willoughby Lane/Brantwood Road junction is currently difficult to cross for pedestrians due to the absence of formal crossing points. Although there are dropped kerbs and central refuge points on each approach to the roundabout, the pedestrian crossings are uncontrolled and informal. In addition, not all of them have tactile paving. The assessment has also highlighted issues with footway parking including HGV parking encroaching on footway widths. We have sought financial contributions towards the feasibility and implementation of zebra crossings on each approach to the roundabout. The TA has detailed that there will be an approximate tripling of trips to the site compared to present with over 600 trips being made predominantly by foot to access the site within a typical 12 hour period. This number will likely increase as travel plan measures affect mode shares over time increasing active and sustainable trips.</p> <p>The applicant has now proposed making a £120,000 financial contribution towards the implementation of improved pedestrian crossing facilities at the Dysons Road/Leaside Road/Willoughby Lane/Brantwood Road junction, and this is welcomed.</p>	

Stakeholder	Question/Comment	Response																											
	<p>In addition to this a £50,000 contribution towards feasibility and design of the Brantwood Road protected cycle track facility is sought to ensure that there is an improvement in cycling environment and infrastructure and it is understood the applicant is amenable to this contribution too.</p> <p><u>Existing Travel Patterns</u></p> <p>The existing travel patterns have been derived from 2011 Census workplace modal split data. The existing modal split suggested by the transport consultant is derived from Middle-Layer Super Output Area (MSOA) Haringey 002. This has been compared with the modal split associated with Workplace Zone E33029853 taken from 2011 Census table <i>WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)</i>. This workplace zone is illustrated below and is smaller than MSOA Haringey 002.</p> <p>Both modal splits are comparable, therefore the existing modal split in the Transport Assessment is considered acceptable.</p> <p><i>Modal Split Comparison</i></p> <table border="1" data-bbox="424 865 1064 1409"> <thead> <tr> <th></th> <th>Haringey 002</th> <th>Workplace Zone E33029853</th> </tr> </thead> <tbody> <tr> <td>Underground, metro, light rail or tram</td> <td>7.1%</td> <td>9%</td> </tr> <tr> <td>Train</td> <td>3.6%</td> <td>6%</td> </tr> <tr> <td>Bus, minibus or coach</td> <td>23.6%</td> <td>18%</td> </tr> <tr> <td>Taxi</td> <td>0.3%</td> <td>0%</td> </tr> <tr> <td>Motorcycle, scooter or moped</td> <td>0.0%</td> <td>1%</td> </tr> <tr> <td>Driving a car or van</td> <td>55.1%</td> <td>53%</td> </tr> <tr> <td>Passenger in a car or van</td> <td>3.0%</td> <td>4%</td> </tr> <tr> <td>Bicycle</td> <td>1.6%</td> <td>3%</td> </tr> </tbody> </table>		Haringey 002	Workplace Zone E33029853	Underground, metro, light rail or tram	7.1%	9%	Train	3.6%	6%	Bus, minibus or coach	23.6%	18%	Taxi	0.3%	0%	Motorcycle, scooter or moped	0.0%	1%	Driving a car or van	55.1%	53%	Passenger in a car or van	3.0%	4%	Bicycle	1.6%	3%	
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Passenger in a car or van	3.0%	4%																											
Bicycle	1.6%	3%																											

Stakeholder	Question/Comment	Response			
	<table border="1" data-bbox="426 228 1064 266"> <tr> <td data-bbox="426 228 741 266">On foot</td> <td data-bbox="741 228 886 266">5.8%</td> <td data-bbox="886 228 1064 266">6%</td> </tr> </table> <p data-bbox="426 305 800 337"><i>Workplace Zone E33029853</i></p>  <p data-bbox="426 1187 758 1219"><u>Proposed Vehicle Access</u></p> <p data-bbox="426 1255 1831 1416">A new vehicle access is proposed, involving the relocation of the current access point some 15m north of its existing position. This would involve highway works to be carried out under a s.278 highway agreement and an amendment to the Traffic Management Order to reflect changes to the on-street parking layout. A Stage 1 Road Safety Audit (RSA) has been undertaken independently. The recommendations raised by the RSA and designer's response have been reviewed. All recommendations are to be addressed as part of the S.278</p>	On foot	5.8%	6%	
On foot	5.8%	6%			

Stakeholder	Question/Comment	Response
	<p>works, namely the provision of an adequate pedestrian crossing point across the new crossover and for the footway to be made good and continuous along the site on Dysons Road. A Stage 2 RSA would be secured by planning condition.</p> <p>Visibility splays have been prepared, based on the 85th percentile observed speeds derived from the ATC surveys, comprised between 17 and 20mph. The minimum requirements for the visibility splays at the proposed access point are met.</p> <p>The applicant has suggested that site access management be covered by a pre-occupation requirement involving the preparation of a Site Access Management Strategy. It is considered that this could be set out both in the Detailed Delivery and Servicing Plan to be secured by planning condition and the Car Parking Management Plan to be secured by s.106 planning obligation. The gated access to the site would be open between the hours of 07:00 and 19:00, and closed at night, thereby considerably minimising the chance of vehicles waiting on the public highway before entering the site.</p> <p><u>Proposed Pedestrian and Cycle Access</u></p> <p>The applicant has outlined the reasons for providing a single point of access for both vehicles, pedestrians and cyclists, including for site security and to retain landscaped areas on site. The proposed site access would provide footpaths on either side; this is considered sufficient considering the low levels of forecast baseline and future-year pedestrian and cycle traffic into and out of the site. As part of the s.278 highway works, we would expect tactile paving to be provided at both ends of the new access point.</p> <p><u>Proposed Delivery and Servicing Arrangements</u></p> <p>Swept paths have been provided showing how a 16.5m articulated lorry and an 8m box van would access and egress the site, as well as manoeuvre in and out of on-site loading bays. A dedicated turning area is shown for HGVs wanting to exit the site.</p> <p><u>Proposed Vehicle Parking</u></p> <p>The transport consultant is following the approach set out in the London Plan (Paragraph 10.6.18) to calculate the appropriate amount of car parking to be provided on site:</p> <p><i>“For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.”</i></p> <p><i>Commuter Parking</i></p> <p>The Employment Density Guide (2015) by the Homes and Communities Agency indicates that the B1c employee density is 1 per 47sqm NIA. B2 and B8 have different densities, and it is noted that B2 uses have a greater employee density at 1 per 36sqm GIA. If we use the B1c employee density as a guide, apply it to the 5,369sqm NIA, then it is predicted that there would be 114 employees. Applying a car mode share of 53% gives a total of 60 spaces. If we used the B2 employee density as a guide, then there would be up to 155 employees, and the resulting parking demand up to 82 spaces. With B8 uses, employee densities vary between 1 per 95sqm GEA and 1 per 70sqm GEA, the number of employees would range between 62 and 84, and the parking demand between 33 and 45 spaces. Depending on the mix of industrial uses on site, the parking demand would therefore vary between 33 and 82 spaces.</p> <p>The transport consultant justifies a provision of 44 spaces. The TRICS parking accumulation indicates that the maximum on-site commuter parking demand would be 62, this is confirmed by using the B1c employee density and a 53% car mode share as derived from 2011 Census data, as outlined above. With a 38% car mode share applied, this requirement would be lowered to 44 spaces. Whilst it is agreed that the car mode share in this workplace zone encompassing the site may have decreased over the last decade since the 2011 Census, a decrease of 15 percent points is not substantiated. The 38% mode share is presented in the Framework Travel Plan as a target at the Year Five horizon and therefore should be avoided to calculate the parking requirement from the outset. However, it is welcome to have an ambitious target for the Travel Plan. It is noted this satisfies a requirement of London Plan (2021) Policy T6.2 Office Parking to achieve a reduction in car parking provision over time and its conversion to other uses, via Travel Plan mechanisms.</p> <p>Owing to on-site spatial constraints, the on-site car park occupancy of 44 spaces is accepted but is unlikely to be achieved until the implementation of Travel Plan measures is well underway. It is most certainly possible that on-street parking would be required to accommodate the surplus of parking demand in the first few years of operation of the proposed development, i.e. approximately 18 spaces. A parking stress survey was undertaken on two days in May 2022 between 07:00 and 19:00 within 300m walking distance of the site. The survey results show there is ample spare capacity in local streets, therefore any surplus parking demand generated by the proposed development could be easily located on street.</p>	

Stakeholder	Question/Comment	Response
	<p>In either case, the calculated requirement of 44 spaces is much higher than the maximum provision allowed for by the London Plan (2021) maximum standards: Lee Valley Opportunity Area of up to 1 space per 600sqm GIA, with up to 9 spaces on site, but it does reflect the need to determine an adequate provision on a case-by-case basis. It is suggested that 44 spaces would accord with the London Plan standards (1 space per 125sqm), this is incorrect as the right standard to use is 1 space per 600sqm GIA in this case.</p> <p>On balance, it is important not to underprovide parking on site therefore the suggested 44 spaces are considered appropriate, in line with the level of flexibility sought as allowed by the London Plan. We would however require that a Parking and Design Management Plan be secured by s.106 agreement and tied with the monitoring of the Travel Plan, to ensure the decrease in demand over the monitoring period and minimise the demand for on-street parking and on site.</p> <p><i>Operational Parking</i></p> <p>Paragraph 10.6.18 of the London Plan (2021) states that “Operational parking should be considered and justified separately.”</p> <p>The ground-floor plan shows a total of 7 bays (3 for HGVS and 4 for MGVs). The transport consultant says that the site layout has been designed to accommodate 3 HGVs and 15 LGVs simultaneously, which would be sufficient to cater for the peak operational vehicle demand identified between 09:00 and 10:00 of 12 vehicles (2 HGVs and 10 LGVs). However, it is not clear from the site layout in Appendix B of the addendum document how all LGVs would be accommodated outside the proposed marked bays. Suitable locations would need to be illustrated clearly in the Detailed Delivery and Servicing Plan (to be conditioned) to highlight how this would work within the site from a management perspective as there are no further marked bays.</p> <p><u>Car Parking Management Plan</u></p> <p>A Car Parking Management Plan has been prepared. It is intended for a detailed version of the document to be also secured by s.106 planning obligation.</p> <p>It is proposed that 10% of the 44 car parking spaces be fitted with electric vehicle charging points. There are no specific standards for electric vehicle infrastructure for commuter parking for the proposed land uses. It is noted that, in accordance with Policy T6.2 Office Parking of the London Plan, “all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles”. Therefore, we would expect all</p>	

Stakeholder	Question/Comment	Response
	<p>operational parking spaces/loading bays to have such equipment.</p> <p>Additionally, 5% of the commuter car parking spaces would be allocated to car sharers, with regular monitoring of their use by the Travel Plan Co-ordinator and in conjunction with Travel Plan surveys. The intention would be to review demand and deliver additional spaces for car sharers as and when required by converting regular commuter spaces on site.</p> <p>In excess of the London Plan (2021) minimum accessible parking provision requirements (up to 10%), 16% of the 44 spaces would be designated for disabled users, which is welcome. Their use would also be monitored through the Travel Plan and, should there not be demand for all disabled users' spaces, the Parking Design and Management Plan should highlight a mechanism for the conversion of some of them into regular spaces to increase on-site parking capacity and further limit the impact upon local on-street provision.</p> <p><u>Proposed Cycle Parking</u></p> <p>The proposed cycle parking numbers have been calculated on the basis of a GEA of 5,996sqm on the basis of the B1 Light Industrial standards, the most onerous requirements amongst the proposed land uses. It is proposed to provide a minimum of 24 long-stay and 6 short-stay cycle parking spaces, which accords with the minimum standards. It is noted that at least 5% of the long-stay provision (rounded up to 2 spaces) would be for larger cycles.</p> <p>Full adherence to the London Cycling Design Standards (LCDS) is expected, including the following principles:</p> <ul style="list-style-type: none"> • Long-stay parking: secure (with access for employees only), lockable and covered/sheltered; and • Short-stay (visitor) parking: secure, conveniently located close to the entrances and overlooked. <p>It is advised that all short-stay cycle parking should be provided in the form of Sheffield stands. All minimum dimensional and spacing requirements should comply with the LCDS. Cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="422 261 632 293"><u>Trip Generation</u></p> <p data-bbox="422 329 940 362"><i>Existing / Extant Use Traffic Generation</i></p> <p data-bbox="422 397 1835 462">The existing vehicle trip generation in Table 9 is obtained by multiplying existing person trips by the car mode share, 53%, which is accepted.</p> <p data-bbox="422 498 1814 628">At the Council’s request, calculations based on the modal split derived from the 2011 Census method-of-travel-to-work data have been extended to obtain the existing multi-modal trip generation disaggregated per mode for all other modes (in addition to vehicles). The existing operational vehicle trip generation has also been derived separately from TRICS and added to the existing (commuter) multi-modal trip generation.</p> <p data-bbox="422 664 974 696"><i>Proposed Development Traffic Generation</i></p> <p data-bbox="422 732 858 764">The TRICS selection is accepted.</p> <p data-bbox="422 800 1808 930">In line with the existing trip generation, a baseline car mode share of 53% has also been used for the proposed trip generation. The 38% car mode share is only aspirational and a target set to be met by Year Five in the Framework Travel Plan. The proposed operational vehicle trip generation has also been derived separately from TRICS and added to the proposed (commuter) multi-modal trip generation.</p> <p data-bbox="422 966 1005 998"><i>Net Trip Generation Assessment and Impact</i></p> <p data-bbox="422 1034 1812 1229">The net multi-modal trip generation has been derived from proposed and existing multi-modal trips. It is forecast that the development proposals would generate an additional 38 two-way and 5 two-way person trips in the AM and PM peak hours respectively. Operational (delivery and servicing) movements would see an increase of 34 two-way and 9 two-way movements in the AM and PM peak hours respectively. The biggest increase would come from commuter and operational vehicles, however the impact on the local highway network would be minimal.</p> <p data-bbox="422 1265 1472 1297">Likewise, the net impact on all different modes of transport would not be material.</p> <p data-bbox="422 1333 747 1365">Framework Travel Plan</p>	

Stakeholder	Question/Comment	Response
	<p>The Framework Travel Plan is acceptable. In order to discourage private car use for commuting, future versions of the Travel Plan would need to set out the mechanism to monitor on-site car park usage, with the aim of gradually decommissioning spaces to accompany the reduction in the car mode share over time. This would be linked to a Parking Design and Management Plan to be secured by s.106 planning obligation.</p> <p>Outline Delivery and Servicing Plan</p> <p>The Outline Delivery and Servicing Plan is acceptable. As stated above, the transport consultant says that the site layout has been designed to accommodate 3 HGVs and 15 LGVs simultaneously, which should be sufficient to cater for the predicted peak demand (established to be 12 vehicles – 2 HGVs and 10 LGVs). The site layout does not clearly show where all 12 operational vehicles could park on site, as there is a limited number of operational parking bays. A Detailed Delivery and Servicing Plan would be required by planning condition and need to illustrate how the peak demand for operational parking would be fully contained on site and managed.</p> <p>It is understood that refuse and recycling storage would be located within the service yard. Collection would be undertaken by a private company and should be carried out within the site to minimise the impact on the public highway.</p> <p>Outline Construction Logistics Plan</p> <p>It is disappointing that not even an indicative demolition and construction programme has been provided. A Detailed Construction Logistics Plan would be conditioned.</p> <p>A highway condition surveys planning condition (pre- and post-works surveys including of footways and carriageways along the site) is recommended.</p> <p>Framework Construction Environmental Management Plan</p> <p>No comment. A Detailed Demolition and Construction Environmental Management Plan would be secured by planning condition.</p> <p>Recommended Planning Conditions</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Cycle Parking Details – to meet TfL’s London Cycle Design Standards • Detailed Delivery and Servicing Plan • Detailed Construction Logistics Plan • Highway Condition Surveys • Detailed Demolition and Construction Environmental Management Plan • Detailed design for new Highway Access including stage 1 and Stage 2 Road Safety Audits <p>Recommended S.106 Heads of Terms</p> <ul style="list-style-type: none"> • Travel Plan and contribution of £3,000 per year for 5 years • Parking Design and Management Plan • S.278 Agreement for Highway Works • £120,000 contribution towards improvement of pedestrian crossing facilities at the Dysons Road/Leeside Road/Willoughby Lane/Brantwood Road junction • £50,000 contribution towards feasibility and design of the Brantwood Road protected cycle track facility <p>Summary</p> <p>This application is for the demolition of the existing buildings at 175 Willoughby Lane and the erection of 5,592sqm (GIA) of employment floor space for flexible E (light industrial), B2 and B8 uses. The site would include seven individual units, each of which would have ancillary office space. There will be associated car and cycle parking and the relocation of the existing highways access to suit the new arrangements.</p>	

Stakeholder	Question/Comment	Response
	<p>Transportation have considered the proposals and note the associated transportation demands and impacts that will arise. There will be uplifts in movements by all modes to and from the site, highways changes, and the applicant has included a Travel Plan, Delivery and Servicing Plan and an outline Construction Logistics Plan in their submission to demonstrate how the transport aspects and impacts will be managed.</p> <p>Overall, the application is considered acceptable, subject to the planning conditions and S106 obligations detailed above this response summary.</p>	
<p>Carbon Management</p>	<p>Carbon Management Response 01/08/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Report prepared by Halligan Consulting Engineers (dated September 2021; Rev A) <ul style="list-style-type: none"> ○ Including a BREEAM New Construction 2018 Pre-Assessment Report prepared by ESC Environmental Difference (dated May 2021) • Overheating Assessment prepared by Halligan Consulting Engineers (dated July 2021) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 101% carbon dioxide emissions on site, which is supported. No carbon offsetting contribution will be due as the development is considered zero carbon in planning policy terms. Further work is required under the Overheating Strategy. The Circular Economy Statement and Whole</p>	<p>No objection subject to conditions and obligations</p>

Stakeholder	Question/Comment	Response																																
	<p>Life Carbon Assessment have not been submitted. Appropriate planning conditions will be recommended once this information has been provided.</p> <p>2. Energy – Overall Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 101% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 119 tonnes of CO₂ from a baseline of 118 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are 221 tCO₂.</p> <table border="1" data-bbox="426 730 1621 1182"> <thead> <tr> <th colspan="4"><i>Non-residential (SAP10 emission factors)</i></th> </tr> <tr> <th></th> <th>Total regulated emissions (Tonnes CO₂ / year)</th> <th>CO₂ savings (Tonnes CO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>118</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>70</td> <td>47</td> <td>40%</td> </tr> <tr> <td>Be Clean</td> <td>70</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green</td> <td>-1</td> <td>71</td> <td>61%</td> </tr> <tr> <td>Cumulative savings</td> <td></td> <td>119</td> <td>101%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>No offset due</td> <td></td> <td></td> </tr> </tbody> </table> <p>Energy – Lean The applicant has proposed a saving of 61 tCO₂ in carbon emissions (37%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 15% reduction respectively set in London Plan Policy SI2, so this is supported. However, it is noted that the ASHP system is likely counted under Be Lean, which may be inflating the carbon savings.</p>	<i>Non-residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)	Part L 2013 baseline	118			Be Lean	70	47	40%	Be Clean	70	0	0%	Be Green	-1	71	61%	Cumulative savings		119	101%	Carbon shortfall to offset (tCO₂)	No offset due			
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	<p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="424 328 1591 878"> <tr> <td>Floor u-value</td> <td>0.22 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.20 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.18 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.80 W/m²K (pedestrian) 1.20 W/m²K (vehicle)</td> </tr> <tr> <td>Window u-value</td> <td>1.40 W/m²K</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m³/hm² @ 50Pa</td> </tr> <tr> <td>Ventilation strategy</td> <td>Mechanical ventilation with heat recovery (MVHR) to office areas</td> </tr> <tr> <td>Low energy lighting</td> <td>LED lighting throughout</td> </tr> <tr> <td>Heating system (efficiency / emitter)</td> <td>Warm air gas fired condensing heating with destratification fans for the units ASHP with use of VRF/VRV air conditioning for the main office areas (should be Be Green only) Local electric hot water generation for core areas Direct electric heating to core areas</td> </tr> </table> <p>The applicant has noted that the space heating demand has been calculated conservatively, assuming that the industrial parts of the areas are also heated.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please confirm that gas boilers were used as the baseline energy system for Be Lean. And what is the gross efficiency? - What is the proposed g-value of the glazing? - The ASHP system should only be modelled under Be Green, as this is a renewable energy technology. The savings modelled from the solar PV array amount to around 70 tCO₂ which is the exact saving under Be Green. Be Lean savings should be achieved with fabric efficiencies. - How is lighting energy demand improved? Should consider daylight control and occupancy sensors for communal areas. Why have no roof lights, or additional (high level) glazing along the blank facades been proposed to reduce the lighting demand? - To model the full energy demand for the active cooling, as proposed under the overheating strategy. Then include these energy demands into the carbon footprint of the development and update any 	Floor u-value	0.22 W/m ² K	External wall u-value	0.20 W/m ² K	Roof u-value	0.18 W/m ² K	Door u-value	1.80 W/m ² K (pedestrian) 1.20 W/m ² K (vehicle)	Window u-value	1.40 W/m ² K	Air permeability rate	3 m ³ /hm ² @ 50Pa	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR) to office areas	Low energy lighting	LED lighting throughout	Heating system (efficiency / emitter)	Warm air gas fired condensing heating with destratification fans for the units ASHP with use of VRF/VRV air conditioning for the main office areas (should be Be Green only) Local electric hot water generation for core areas Direct electric heating to core areas	
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	<p>offsetting requirements based on this.</p> <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs. The development is within 500 meters of a planned future DEN, so the development is expected to secure connection subject to demonstration of technical feasibility and financial viability.</p> <p>The applicant considers the space heating demand for the offices to be low for the site, and therefore a connection to the DEN would not be suitable.</p> <p>The pre-application note advised that this site is located close to the interconnector route between the Energy Recovery Facility at Edmonton and Haringey’s borough-wide DEN. The applicant was advised to liaise with Enfield and Haringey councils for the potential to connect, which has not been demonstrated. The applicant has noted that the demand for hot water and space heating for the office areas (assuming that the industrial areas will not need heating) will not be sufficient for a viable connection to the DEN. They also consider that the type of heating required would not be suitable for warehouse units, as these usually use gas-fired warm air heating or radiant heating.</p> <p>Connection to the DEN should be prioritised to comply with the heating hierarchy. No details behind the feasibility study have been provided to evidence the proposal not to connect. A site-wide strategy should be proposed with pipework from the centralised energy centre to the edge of the site for a future connection point.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please re-consider the proposals in line with comments above and provide evidence where this is not feasible. 	

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	<p>Energy – Green</p> <p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 71 tCO₂ (61%) reduction of emissions are proposed under Be Green measures.</p> <p>The total solar array across all seven units is estimated to produce around 289,898 kWh/year of renewable electricity per year, equivalent to an estimated reduction of 67.5 tCO₂/year. The arrays would be mounted on the roof of each unit, facing south. 25% of the north-facing roof will also include solar PV, with a 6° pitch, this will still deliver reasonable output.</p> <table border="1" data-bbox="424 695 1619 1010"> <thead> <tr> <th></th> <th>Annual estimated generation (kWh/year)</th> <th>Estimated carbon saving (tCO₂/year)</th> </tr> </thead> <tbody> <tr> <td>Unit 1</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 2</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 3</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 4</td> <td>30,120</td> <td>7</td> </tr> <tr> <td>Unit 5</td> <td>26,356</td> <td>6.1</td> </tr> <tr> <td>Unit 6</td> <td>26,356</td> <td>6.1</td> </tr> <tr> <td>Unit 7</td> <td>37,644</td> <td>8.8</td> </tr> </tbody> </table> <p>ASHP systems are proposed for the office area only, providing both heating and cooling. Other types of space heating are proposed to the warehouse (warm air gas-fired condensing heating with destratification fans) for the warehouse units, core areas (direct electric heating). Hot water would be generated by local low storage electric units. No further detail has been provided.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? The roof area could be maximised further, after introducing roof lights to reduce the lighting demand. - Will the solar PV arrays be directly linked to the unit below, i.e. with their own dedicated systems? - Was the use of battery storage assessed? Will there be significant expected evening/night-time use 		Annual estimated generation (kWh/year)	Estimated carbon saving (tCO ₂ /year)	Unit 1	56,474	13.2	Unit 2	56,474	13.2	Unit 3	56,474	13.2	Unit 4	30,120	7	Unit 5	26,356	6.1	Unit 6	26,356	6.1	Unit 7	37,644	8.8	
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	<p>of electricity that would benefit from the solar PV arrays?</p> <ul style="list-style-type: none"> - The roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. - How much of the heating demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented? - What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? - Please revise the strategy to consider a site-wide, single low-carbon heating system. <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>The applicant should install metering equipment on site, with sub-metering by unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of businesses.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please confirm that sub-metering will be implemented for residential and commercial units. - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? <p>3. Carbon Offset Contribution</p> <p>Any carbon shortfall identified as part of the Energy Plan (pre-commencement of development, to be secured as part of the S106), will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating</p> <p>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</p>	

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	<p>the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files. The report has modelled two units with their office spaces and lobbies facing south (modelled a total of four areas), under the London Weather Centre files.</p> <p>Results are listed in the table below.</p> <table border="1" data-bbox="424 529 1581 1179"> <thead> <tr> <th></th> <th>Unit 4 office</th> <th>Unit 4 lobby</th> <th>Unit 7 lobby</th> <th>Unit 7 office</th> </tr> </thead> <tbody> <tr> <td>DSY1 Scenario 1 mechanical ventilation only</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 2 mechanical ventilation + brise soleil</td> <td>Fail (criteria 1,2,3)</td> <td>Pass</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 3 mechanical ventilation + brise soleil + blinds</td> <td>Fail (criteria 1,2,3)</td> <td>Pass</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 4 cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2020s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2050s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2080s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> </tbody> </table> <p>The applicant has stated that although Brise soleil and internal blinds reduce the overheating risk, they find it does not reduce it enough and they have only proposed active cooling through the air source heat pump systems.</p> <p>Natural ventilation was discounted due to the noise levels within the immediate surroundings. Although, the report states that it could be explored with security consultants and acousticians.</p>		Unit 4 office	Unit 4 lobby	Unit 7 lobby	Unit 7 office	DSY1 Scenario 1 mechanical ventilation only	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 2 mechanical ventilation + brise soleil	Fail (criteria 1,2,3)	Pass	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 3 mechanical ventilation + brise soleil + blinds	Fail (criteria 1,2,3)	Pass	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 4 cooling only	Pass	Pass	Pass	Pass	DSY1 2020s Cooling only	Pass	Pass	Pass	Pass	DSY1 2050s Cooling only	Pass	Pass	Pass	Pass	DSY1 2080s Cooling only	Pass	Pass	Pass	Pass	
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	<p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - The scenarios modelled do not follow the Cooling Hierarchy; the mitigation measures should be in order of the hierarchy. In addition, any cooling demand should be reduced - The weather files modelled should be DSY1 2020s, DSY 2 2020s, DSY3 2020s, DSY1 2050s - What level of mechanical cooling was modelled? - The modelling of future weather files should inform a future retrofit plan. - What is the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? <p>5. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p><i>Non-Domestic BREEAM Requirement</i></p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating ‘Very Good’ (or equivalent), although developments should aim to achieve ‘Excellent’ where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 61.76% is expected to be achieved, equivalent to ‘Very Good’ rating.</p> <p><i>Urban Greening</i></p> <p>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. 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 will increase biodiversity and reduce surface water runoff.</p> <p>The development achieves an Urban Greening Factor of 0.06, which does not comply with the interim minimum target of 0.3 for predominantly non-residential developments in London Plan Policy G5. This will be achieved through some tree, hedge and ground cover planting.</p> <p><i>Whole Life Carbon</i></p>	

Stakeholder	Question/Comment	Response
	<p>Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. No WLC statement has been submitted, the application is therefore not policy compliant.</p> <p>Circular Economy Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey 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. No CES has been submitted, the application is therefore not policy compliant.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Submit a Circular Economy Statement - Submit a Whole Life Carbon Assessment - Please allocate an area designated for staff to be able to take a break outside. This area should be clear, safe from traffic and include greening to contribute to their wellbeing. - What consideration was given to retain the existing brick building along Willoughby Lane? The applicant should consider how it may retain parts of, or the whole existing building to allow for the continued use of the embodied carbon of the existing building, lowering the overall whole-life carbon of the proposal and promoting a circular economy. Where parts of the building might be demolished, its materials should be deconstructed following a pre-demolition audit, and reused on site before being reused elsewhere. <p>6. Conclusion Overall, it is considered that the application cannot be supported as it does not currently meet the policy requirements.</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy - Potential for future DEN connection - Overheating - BREEAM Certificate - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon 	

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	<p>- Biodiversity</p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan and Sustainability Review - Carbon offset contribution (and associated obligations) at £2,850 per tCO₂ if the development does not meet the zero-carbon requirement at the Energy Plan or Sustainability Review stages. <p>Carbon Management Response 27/01/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Report prepared by Halligan Consulting Engineers (dated October 2022; Rev C) • Circular Economy Statement prepared by ESC (dated 6 October 2022) • Summary Response to Council Carbon Management Comments – Rev A (dated January 2023) • TM52 Overheating Report, prepared by Halligan Consulting Engineers (Rev A dated January 2023) • Site Layout Plan • Future District Heating Zone, prepared by Halligan Consulting Engineers (Rev P6) • Relevant supporting documents. <p>The revised and additional documents listed above were in response to the GLA Stage 1 comments, Design Officer Comments and Carbon Management Comments.</p> <p>Energy</p> <p>A slightly revised carbon reduction table is included below, based on revised architectural drawings following updates to the Design Officer comments.</p> <table border="1" data-bbox="424 1182 1621 1416"> <thead> <tr> <th colspan="4"><i>Non-residential (SAP10 emission factors)</i></th> </tr> <tr> <th></th> <th>Total regulated emissions (Tonnes CO₂ / year)</th> <th>CO₂ savings (Tonnes CO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>118</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>67</td> <td>51</td> <td>43%</td> </tr> </tbody> </table>	<i>Non-residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)	Part L 2013 baseline	118			Be Lean	67	51	43%	
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Be Green	0	67	57%		
Cumulative savings		118	100%		
Carbon shortfall to offset (tCO₂)	No offset due				
<p>Energy - Be Lean The applicant confirmed a number of outstanding items:</p> <ul style="list-style-type: none"> - A gas boiler baseline was used for the TER and Be Lean scenarios - G-values: 0.4 (windows); 0.51 (rooflights) - Lighting demand was balanced against <p>Energy - Be Clean In the GLA's post-stage 1 response to the applicants, the GLA have required the future occupiers to engage with the network operator to identify whether they can connect to the DEN.</p> <p>No evidence was submitted by the developer of any conversations with the network operator, Energetik, requested in pre-application advice.</p> <p>The DH plan outlines where the future DEN pipework could be laid by occupiers, but this pipework will not be delivered prior to the completion of this development. This means that individual occupiers would need to liaise with the network operator separately, and the business case to connect the development (and potentially wider area) would be less attractive or viable. Pipework should be installed between individual units to a single point of connection at the edge of the site.</p> <p>There should also be an obligation on the developer to ensure leases with future occupiers require the future occupier to engage with Energetik in a timely fashion to discuss connection and supply agreements.</p> <p>Appropriate obligations and conditions have been recommended to ensure the scheme is policy compliant.</p> <p>Energy – Be Green The individual units will have their own dedicated solar PV supply. Occupiers can explore battery solutions depending on their use requirements.</p>					

Stakeholder	Question/Comment	Response																																													
	<p>The layout plan includes annotated locations of the ASHP units which will supply 100% of the demand, with a SCOP of 3.5, EER of 3.5 and SEER of 5.0.</p> <p>Overheating The revised TM52 report sets out how it follows the Cooling Hierarchy, having run 6 scenarios based on the hierarchy. Scenario 5 (mechanical ventilation only; 10 l/s/person) was run for 2020s DSY1-3 and 2050s DSY1, for sample units 4 and 7. Scenario 6 includes a 31.9 kW cooling load, and 751 MJ/m²/year.</p> <p>The proposed overheating strategy is considered acceptable.</p> <table border="1" data-bbox="424 565 1579 1408"> <thead> <tr> <th></th> <th>Unit 4 office</th> <th>Unit 4 lobby</th> <th>Unit 7 lobby</th> <th>Unit 7 office</th> </tr> </thead> <tbody> <tr> <td>DSY1 Scenario 1 reduce internal gains and energy efficiency design</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 2 incl brise soleil and internal shading</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 3 exposed thermal mass and high ceilings</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 4 passive ventilation with additional infiltration</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 5 mechanical ventilation</td> <td>Fail (criteria 1,2,3)</td> <td>Pass (fail criteria 2 only)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 6 active cooling (VRF) through ASHP</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY2 2020s scenarios 1-5</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY3 2020s scenarios 1-5</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> </tbody> </table>		Unit 4 office	Unit 4 lobby	Unit 7 lobby	Unit 7 office	DSY1 Scenario 1 reduce internal gains and energy efficiency design	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 2 incl brise soleil and internal shading	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 3 exposed thermal mass and high ceilings	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 4 passive ventilation with additional infiltration	Fail (criteria 1,2,3)	Fail (criteria 1,2)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 5 mechanical ventilation	Fail (criteria 1,2,3)	Pass (fail criteria 2 only)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 6 active cooling (VRF) through ASHP	Pass	Pass	Pass	Pass	DSY2 2020s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY3 2020s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	
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Circular Economy						
A Circular Economy Statement was submitted.						
The principles used for this development are:						
<ul style="list-style-type: none"> - Conserve resources, increase efficiency and source sustainably - Design to eliminate waste (and for ease of maintenance) - Manage waste sustainably and at the highest value - Recycling of building materials that result from demolition of existing structures on site - Avoiding damage to products by storing and handling correctly, including a systematic approach to storing offcuts - Eliminating waste in the ordering process by implementing efficient procedures, i.e. eliminating over ordering - Employing the use of materials that have been fabricated offsite, e.g. insulated wall panels and steel frames - Investigating opportunities to use reclaimed materials and products with a high level of recycled content - Ensuring material efficiency is achieved by avoiding over-specifying 						
Planning Obligations						
<ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan and Sustainability Review - Carbon offset contribution (and associated obligations) at £2,850 per tCO₂ if the development does not meet the zero-carbon requirement at the Energy Plan or Sustainability Review stages. - Evidence of entering into a green lease with future occupiers require the future occupier to engage with Energetik in a timely fashion to discuss connection and supply agreements. 						
Planning conditions						

Stakeholder	Question/Comment	Response
	<p><u>Energy Strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy Report rev C (dated October 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum XXX kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to the commencement of above ground works, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Evidence of discussions with the decentralised energy network operator on the viability of the development connecting;</i> - <i>A revised heating strategy following discussions with Energetik;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction with SAP2012 carbon factors;</i> - <i>Location, specification and efficiency of any ASHPs, if they form part of the revised heating strategy, (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;</i> - <i>Specification of any additional equipment installed to reduce carbon emissions;</i> - <i>A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV arrays shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays air source heat pumps must be installed and brought into use prior to first occupation of the relevant unit. Six months following the first occupation of that unit, evidence that the solar PV arrays</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array and heat pump have been installed.</i></p> <p><i>c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>DEN Connection</i></u> <i>Prior to the above ground commencement of construction work, details of the pipework location to enable a future DEN connection must be submitted to and approved by the local planning authority.</i></p> <p><i>Pipework shall be installed from the individual plant rooms to the edge of the site to a single point of connection, with ability to isolate each branch to each unit depending on whether it is connected. This shall include evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Urban Greening Factor</i></u> <i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been aimed for, ensuring that the landscaping proposals maximise greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	

Stakeholder	Question/Comment	Response
	<p><u>BREEAM</u> <i>(a) Prior to the above ground commencement, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Prior to occupation of the relevant unit, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>Circular Economy</u> <i>Prior to the occupation [of any phase / building/ development], a Post-Construction Monitoring Report should be completed in line with the GLA’s Circular Economy Statement Guidance.</i></p> <p><i>The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development].</i></p> <p><i>Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.</i></p>	

Stakeholder	Question/Comment	Response
	<p><u>Whole Life-Cycle Carbon</u> Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.</p> <p>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</p>	
Waste Management	<p>The waste generated from this development will be classed as commercial and as such will not be collected by LBH or its contractors as part of our statutory collection duties. The is acknowledge on page 4 of the Waste Management and Recycling Statement supporting this application which is adequate for a development of this size/type. The site is accessible from Dyson's Road. A basic swept path analysis provided in Appendix 1, pg. 5, shows an RCV being able to turn on site meaning a vehicle can enter and leave in a forward gear. This plan also shows the location of 4 separate bins stores, split 2 at the front of site and 2 at the rear. The number and type of bins needed, and therefore the size of each bin store, is not mentioned within the statement. This will depend on the type of businesses that occupy the development/units in operation, the waste/recycling they generate, and the contracts put in place for the collection of this. The example bin storage units shown in appendix 2 of the statement look to be of a high standard, providing a secure compound and screening bins to improve the site aesthetic and minimise misuse. Commercial waste collection companies can provide up to twice daily collections 7 days per week. We would however advise against sizing the bins stores based on minimum size and maximum collections. The stores should be sufficient to store waste generated from the units in operation for one week.</p>	Comments Noted
Building Control	<p>I have looked at the plans, and fire consultant's report, for the development at the above site and have raised no issues at this stage, except that the rear means of escape routes to be clarified. The proposals will be subject to a full check under the Building Regulations 2010 when an application is submitted to Building Control.</p>	Comments noted.
Flood & Water Management	<p>Having reviewed the applicant's recently submitted :</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>1) Covering letter confirming response to our drainage comments dated 16th May 2022</p> <p>2) Greenfield Run-off rate calculations using IH 124 method</p> <p>3) Micro Drainage outputs for the Drainage Network calculations dated 16th May 2022</p> <p>4) Propose drainage layout plan reference number 63282 / 101 revision T2</p> <p>Along with previously submitted Flood Risk Assessment and Drainage Strategy report reference number 63282-01 Revision B dated 10th February 2022 prepared by PRP Environmental Consultant</p> <p>We have no further comments to make on the above planning application.</p>	
Pollution Air Quality	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Sustainability and Energy Statement with reference 001077 – PL Version 1 prepared by Sustain Quality Ltd dated March 2022 taken note of the likely use of the most feasible green technologies for the development as Solar Photovoltaic Panels, Design and Access Statement dated July 2022 as well as the fact that one of the site is situated directly adjacent to an electric substation, please be advise that whilst we have no objection to the proposed development in relation to AQ and Land Contamination, the following planning conditions are recommend should planning permission be granted.</p>	<p>Comment Noted conditions attached.</p>
EXTERNAL		
Thames Water	<p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021.</p> <p>Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to</p>	<p>Noted, informative attached.</p>

Stakeholder	Question/Comment	Response
	<p>subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water</p>	


Stakeholder	Question/Comment	Response
	<p>recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	

Stakeholder	Question/Comment	Response
<p>Cllr Bevan</p>	<p>Comments: I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 19 years as a Cllr for this ward.</p> <p>I wish to emphasise the need for high quality design which Haringey aspires to for all types of development when a decision is made on this application. In addition I now refer to the MAYOR of London's published London Plan. I would require that this proposal will fully comply with the above plan and indeed building regulations.</p> <p>I would draw attention to the industrial estate on Leaside Road, N17 0QJ, the Mowlem estate which has recently been developed and is to a very high standard in many respects. I would request that this development achieve the same high standard's, including the green fencing, which ensures to some extent that the site does not look like a prison site. Assuming of course that fencing will be required for this development ? I appreciate that this is an industrial site, but I refer to the need for improved design and attractiveness that is now required by Haringey and The Mayor of London for all applications.</p> <p>I have concerns that this aspiration for improved design has not been achieved with this application. I note that this is a very prominent position in an area that has a very degraded adjacent street scene, in all aspects. I note also that this area is a nightmare concerning traffic congestion and all that goes with it, fumes / pollution etc. Residential accommodation is nearby!</p> <p>So, in relation to the above two comments, I would expect a very substantial 106 contribution to completely resolve the above two issues, including if appropriate the realignment of the road network. Until this has been agreed and it resolves the serious issues at this location i am objecting to this application.</p>	<p>Comments noted.</p> <p>Design addressed in paragraph 6.3.4. The proposal is comparable to other examples within its context.</p> <p>S.106 contributions are indicated in Head Terms section.</p> <p>A condition has been attached requiring details of fencing.</p> <p>Transportation is addressed para 6.4.4 to 6.4.8</p>

Stakeholder	Question/Comment	Response
Transportation	<p>I have reviewed the above application, the transport consultant's response to my initial queries and taken account of the pre-application advice issued in 2020 (PRE/2020/0178).</p> <p>My final comments are set out below, alongside a set of recommended planning conditions and s.106 obligations.</p> <p>Transport Assessment</p> <p><u>Development Proposals</u></p> <p>The proposals involve the demolition of existing buildings and the erection of 5,592sqm (GIA) of employment floor space for flexible E (light industrial), B2 and B8 uses. The site would include seven individual units, each of which would have ancillary office space. On-site commuter and operational parking provision is also proposed on site.</p> <p><u>Public Transport Assessment Level (PTAL)</u></p> <p>The site's PTAL score is 2, according to TfL's WebCAT. A recalculation of the PTAL was requested at pre-application stage (notably to take account of the new Meridian Water station). The transport consultant has recalculated it and confirmed that the PTAL remains unchanged with a value of 2. It is however estimated that the PTAL could achieve 3 (moderate connectivity) once Phase 1 of Meridian Water is delivered and the journey time to Meridian Water station on foot is shortened as a result.</p> <p><u>Personal Injury Collision (PIC) Data Analysis</u></p> <p>Five years' worth of PIC data have been analysed and the conclusion drawn by the transport consultant is that there do not exist any current road safety issues related to the highway geometry and layout. As such, the Transport Assessment concludes that no intervention is needed as part of the development proposals.</p> <p><u>Active Travel Zone (ATZ) Assessment</u></p> <p>An ATZ assessment has been carried out. This was provided post submission during June 2022.</p> <p>A visit of the surroundings of the site was undertaken on Thursday 8th June 2022. Four routes from the site</p>	Noted conditions attached

Stakeholder	Question/Comment	Response
	<p>were assessed:</p> <ul style="list-style-type: none"> • Route 1: Leaside Road Bus Stop (Stop NH) via Dysons Road and Willoughby Lane; • Route 2: Meridian Water Underground Station via Leaside Road and Meridian Water Development; • Route 3: Brantwood Road Bus Stop (Stop V) via Brantwood Road; and • Route 4: White Hart Lane Overground Station via A1010 High Road and Moselle Street. <p>In summary, the assessment has identified that the Dysons Road/Leaside Road/Willoughby Lane/Brantwood Road junction is currently difficult to cross for pedestrians due to the absence of formal crossing points. Although there are dropped kerbs and central refuge points on each approach to the roundabout, the pedestrian crossings are uncontrolled and informal. In addition, not all of them have tactile paving. The assessment has also highlighted issues with footway parking including HGV parking encroaching on footway widths. We have sought financial contributions towards the feasibility and implementation of zebra crossings on each approach to the roundabout. The TA has detailed that there will be an approximate tripling of trips to the site compared to present with over 600 trips being made predominantly by foot to access the site within a typical 12 hour period. This number will likely increase as travel plan measures affect mode shares over time increasing active and sustainable trips.</p> <p>The applicant has now proposed making a £120,000 financial contribution towards the implementation of improved pedestrian crossing facilities at the Dysons Road/Leaside Road/Willoughby Lane/Brantwood Road junction, and this is welcomed.</p> <p>In addition to this a £50,000 contribution towards feasibility and design of the Brantwood Road protected cycle track facility is sought to ensure that there is an improvement in cycling environment and infrastructure and it is understood the applicant is amenable to this contribution too.</p> <p><u>Existing Travel Patterns</u></p> <p>The existing travel patterns have been derived from 2011 Census workplace modal split data. The existing modal split suggested by the transport consultant is derived from Middle-Layer Super Output Area (MSOA) Haringey 002. This has been compared with the modal split associated with Workplace Zone E33029853 taken from 2011 Census table <i>WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)</i>. This workplace zone is illustrated below and is smaller than</p>	

Stakeholder	Question/Comment	Response																														
	<p>MSOA Haringey 002.</p> <p>Both modal splits are comparable, therefore the existing modal split in the Transport Assessment is considered acceptable.</p> <p><i>Modal Split Comparison</i></p> <table border="1" data-bbox="424 430 1062 1019"> <thead> <tr> <th></th> <th>Haringey 002</th> <th>Workplace Zone E33029853</th> </tr> </thead> <tbody> <tr> <td>Underground, metro, light rail or tram</td> <td>7.1%</td> <td>9%</td> </tr> <tr> <td>Train</td> <td>3.6%</td> <td>6%</td> </tr> <tr> <td>Bus, minibus or coach</td> <td>23.6%</td> <td>18%</td> </tr> <tr> <td>Taxi</td> <td>0.3%</td> <td>0%</td> </tr> <tr> <td>Motorcycle, scooter or moped</td> <td>0.0%</td> <td>1%</td> </tr> <tr> <td>Driving a car or van</td> <td>55.1%</td> <td>53%</td> </tr> <tr> <td>Passenger in a car or van</td> <td>3.0%</td> <td>4%</td> </tr> <tr> <td>Bicycle</td> <td>1.6%</td> <td>3%</td> </tr> <tr> <td>On foot</td> <td>5.8%</td> <td>6%</td> </tr> </tbody> </table> <p><i>Workplace Zone E33029853</i></p>		Haringey 002	Workplace Zone E33029853	Underground, metro, light rail or tram	7.1%	9%	Train	3.6%	6%	Bus, minibus or coach	23.6%	18%	Taxi	0.3%	0%	Motorcycle, scooter or moped	0.0%	1%	Driving a car or van	55.1%	53%	Passenger in a car or van	3.0%	4%	Bicycle	1.6%	3%	On foot	5.8%	6%	
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	 <p data-bbox="422 1073 758 1105"><u>Proposed Vehicle Access</u></p> <p data-bbox="422 1143 1829 1408">A new vehicle access is proposed, involving the relocation of the current access point some 15m north of its existing position. This would involve highway works to be carried out under a s.278 highway agreement and an amendment to the Traffic Management Order to reflect changes to the on-street parking layout. A Stage 1 Road Safety Audit (RSA) has been undertaken independently. The recommendations raised by the RSA and designer's response have been reviewed. All recommendations are to be addressed as part of the S.278 works, namely the provision of an adequate pedestrian crossing point across the new crossover and for the footway to be made good and continuous along the site on Dysons Road. A Stage 2 RSA would be secured by planning condition.</p>	

Stakeholder	Question/Comment	Response
	<p>Visibility splays have been prepared, based on the 85th percentile observed speeds derived from the ATC surveys, comprised between 17 and 20mph. The minimum requirements for the visibility splays at the proposed access point are met.</p> <p>The applicant has suggested that site access management be covered by a pre-occupation requirement involving the preparation of a Site Access Management Strategy. It is considered that this could be set out both in the Detailed Delivery and Servicing Plan to be secured by planning condition and the Car Parking Management Plan to be secured by s.106 planning obligation. The gated access to the site would be open between the hours of 07:00 and 19:00, and closed at night, thereby considerably minimising the chance of vehicles waiting on the public highway before entering the site.</p> <p><u>Proposed Pedestrian and Cycle Access</u></p> <p>The applicant has outlined the reasons for providing a single point of access for both vehicles, pedestrians and cyclists, including for site security and to retain landscaped areas on site. The proposed site access would provide footpaths on either side; this is considered sufficient considering the low levels of forecast baseline and future-year pedestrian and cycle traffic into and out of the site. As part of the s.278 highway works, we would expect tactile paving to be provided at both ends of the new access point.</p> <p><u>Proposed Delivery and Servicing Arrangements</u></p> <p>Swept paths have been provided showing how a 16.5m articulated lorry and an 8m box van would access and egress the site, as well as manoeuvre in and out of on-site loading bays. A dedicated turning area is shown for HGVs wanting to exit the site.</p> <p><u>Proposed Vehicle Parking</u></p> <p>The transport consultant is following the approach set out in the London Plan (Paragraph 10.6.18) to calculate the appropriate amount of car parking to be provided on site:</p> <p><i>“For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account. Flexibility may then be applied in light of site-specific</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>circumstances as above. Operational parking should be considered and justified separately.”</i></p> <p><i>Commuter Parking</i></p> <p>The Employment Density Guide (2015) by the Homes and Communities Agency indicates that the B1c employee density is 1 per 47sqm NIA. B2 and B8 have different densities, and it is noted that B2 uses have a greater employee density at 1 per 36sqm GIA. If we use the B1c employee density as a guide, apply it to the 5,369sqm NIA, then it is predicted that there would be 114 employees. Applying a car mode share of 53% gives a total of 60 spaces. If we used the B2 employee density as a guide, then there would be up to 155 employees, and the resulting parking demand up to 82 spaces. With B8 uses, employee densities vary between 1 per 95sqm GEA and 1 per 70sqm GEA, the number of employees would range between 62 and 84, and the parking demand between 33 and 45 spaces. Depending on the mix of industrial uses on site, the parking demand would therefore vary between 33 and 82 spaces.</p> <p>The transport consultant justifies a provision of 44 spaces. The TRICS parking accumulation indicates that the maximum on-site commuter parking demand would be 62, this is confirmed by using the B1c employee density and a 53% car mode share as derived from 2011 Census data, as outlined above. With a 38% car mode share applied, this requirement would be lowered to 44 spaces. Whilst it is agreed that the car mode share in this workplace zone encompassing the site may have decreased over the last decade since the 2011 Census, a decrease of 15 percent points is not substantiated. The 38% mode share is presented in the Framework Travel Plan as a target at the Year Five horizon and therefore should be avoided to calculate the parking requirement from the outset. However, it is welcome to have an ambitious target for the Travel Plan. It is noted this satisfies a requirement of London Plan (2021) Policy T6.2 Office Parking to achieve a reduction in car parking provision over time and its conversion to other uses, via Travel Plan mechanisms.</p> <p>Owing to on-site spatial constraints, the on-site car park occupancy of 44 spaces is accepted but is unlikely to be achieved until the implementation of Travel Plan measures is well underway. It is most certainly possible that on-street parking would be required to accommodate the surplus of parking demand in the first few years of operation of the proposed development, i.e. approximately 18 spaces. A parking stress survey was undertaken on two days in May 2022 between 07:00 and 19:00 within 300m walking distance of the site. The survey results show there is ample spare capacity in local streets, therefore any surplus parking demand generated by the proposed development could be easily located on street.</p> <p>In either case, the calculated requirement of 44 spaces is much higher than the maximum provision allowed for by the London Plan (2021) maximum standards: Lee Valley Opportunity Area of up to 1 space per</p>	

Stakeholder	Question/Comment	Response
	<p>600sqm GIA, with up to 9 spaces on site, but it does reflect the need to determine an adequate provision on a case-by-case basis. It is suggested that 44 spaces would accord with the London Plan standards (1 space per 125sqm), this is incorrect as the right standard to use is 1 space per 600sqm GIA in this case.</p> <p>On balance, it is important not to underprovide parking on site therefore the suggested 44 spaces are considered appropriate, in line with the level of flexibility sought as allowed by the London Plan. We would however require that a Parking and Design Management Plan be secured by s.106 agreement and tied with the monitoring of the Travel Plan, to ensure the decrease in demand over the monitoring period and minimise the demand for on-street parking and on site.</p> <p><i>Operational Parking</i></p> <p>Paragraph 10.6.18 of the London Plan (2021) states that “<i>Operational parking should be considered and justified separately.</i>”</p> <p>The ground-floor plan shows a total of 7 bays (3 for HGVS and 4 for MGVs). The transport consultant says that the site layout has been designed to accommodate 3 HGVs and 15 LGVs simultaneously, which would be sufficient to cater for the peak operational vehicle demand identified between 09:00 and 10:00 of 12 vehicles (2 HGVs and 10 LGVs). However, it is not clear from the site layout in Appendix B of the addendum document how all LGVs would be accommodated outside the proposed marked bays. Suitable locations would need to be illustrated clearly in the Detailed Delivery and Servicing Plan (to be conditioned) to highlight how this would work within the site from a management perspective as there are no further marked bays.</p> <p><u>Car Parking Management Plan</u></p> <p>A Car Parking Management Plan has been prepared. It is intended for a detailed version of the document to be also secured by s.106 planning obligation.</p> <p>It is proposed that 10% of the 44 car parking spaces be fitted with electric vehicle charging points. There are no specific standards for electric vehicle infrastructure for commuter parking for the proposed land uses. It is noted that, in accordance with Policy T6.2 Office Parking of the London Plan, “<i>all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles</i>”. Therefore, we would expect all operational parking spaces/loading bays to have such equipment.</p> <p>Additionally, 5% of the commuter car parking spaces would be allocated to car sharers, with regular</p>	

Stakeholder	Question/Comment	Response
	<p>monitoring of their use by the Travel Plan Co-ordinator and in conjunction with Travel Plan surveys. The intention would be to review demand and deliver additional spaces for car sharers as and when required by converting regular commuter spaces on site.</p> <p>In excess of the London Plan (2021) minimum accessible parking provision requirements (up to 10%), 16% of the 44 spaces would be designated for disabled users, which is welcome. Their use would also be monitored through the Travel Plan and, should there not be demand for all disabled users' spaces, the Parking Design and Management Plan should highlight a mechanism for the conversion of some of them into regular spaces to increase on-site parking capacity and further limit the impact upon local on-street provision.</p> <p><u>Proposed Cycle Parking</u></p> <p>The proposed cycle parking numbers have been calculated on the basis of a GEA of 5,996sqm on the basis of the B1 Light Industrial standards, the most onerous requirements amongst the proposed land uses. It is proposed to provide a minimum of 24 long-stay and 6 short-stay cycle parking spaces, which accords with the minimum standards. It is noted that at least 5% of the long-stay provision (rounded up to 2 spaces) would be for larger cycles.</p> <p>Full adherence to the London Cycling Design Standards (LCDS) is expected, including the following principles:</p> <ul style="list-style-type: none"> • Long-stay parking: secure (with access for employees only), lockable and covered/sheltered; and • Short-stay (visitor) parking: secure, conveniently located close to the entrances and overlooked. <p>It is advised that all short-stay cycle parking should be provided in the form of Sheffield stands. All minimum dimensional and spacing requirements should comply with the LCDS. Cycle access should avoid any stairs, narrow doorways or gates of less than 1.2m in width.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on plans.</p> <p><u>Trip Generation</u></p>	

Stakeholder	Question/Comment	Response
	<p><i>Existing / Extant Use Traffic Generation</i></p> <p>The existing vehicle trip generation in Table 9 is obtained by multiplying existing person trips by the car mode share, 53%, which is accepted.</p> <p>At the Council’s request, calculations based on the modal split derived from the 2011 Census method-of-travel-to-work data have been extended to obtain the existing multi-modal trip generation disaggregated per mode for all other modes (in addition to vehicles). The existing operational vehicle trip generation has also been derived separately from TRICS and added to the existing (commuter) multi-modal trip generation.</p> <p><i>Proposed Development Traffic Generation</i></p> <p>The TRICS selection is accepted.</p> <p>In line with the existing trip generation, a baseline car mode share of 53% has also been used for the proposed trip generation. The 38% car mode share is only aspirational and a target set to be met by Year Five in the Framework Travel Plan. The proposed operational vehicle trip generation has also been derived separately from TRICS and added to the proposed (commuter) multi-modal trip generation.</p> <p><i>Net Trip Generation Assessment and Impact</i></p> <p>The net multi-modal trip generation has been derived from proposed and existing multi-modal trips. It is forecast that the development proposals would generate an additional 38 two-way and 5 two-way person trips in the AM and PM peak hours respectively. Operational (delivery and servicing) movements would see an increase of 34 two-way and 9 two-way movements in the AM and PM peak hours respectively. The biggest increase would come from commuter and operational vehicles, however the impact on the local highway network would be minimal.</p> <p>Likewise, the net impact on all different modes of transport would not be material.</p> <p>Framework Travel Plan</p> <p>The Framework Travel Plan is acceptable. In order to discourage private car use for commuting, future versions of the Travel Plan would need to set out the mechanism to monitor on-site car park usage, with the aim of gradually decommissioning spaces to accompany the reduction in the car mode share over time. This</p>	

Stakeholder	Question/Comment	Response
	<p>would be linked to a Parking Design and Management Plan to be secured by s.106 planning obligation.</p> <p>Outline Delivery and Servicing Plan</p> <p>The Outline Delivery and Servicing Plan is acceptable. As stated above, the transport consultant says that the site layout has been designed to accommodate 3 HGVs and 15 LGVs simultaneously, which should be sufficient to cater for the predicted peak demand (established to be 12 vehicles – 2 HGVs and 10 LGVs). The site layout does not clearly show where all 12 operational vehicles could park on site, as there is a limited number of operational parking bays. A Detailed Delivery and Servicing Plan would be required by planning condition and need to illustrate how the peak demand for operational parking would be fully contained on site and managed.</p> <p>It is understood that refuse and recycling storage would be located within the service yard. Collection would be undertaken by a private company and should be carried out within the site to minimise the impact on the public highway.</p> <p>Outline Construction Logistics Plan</p> <p>It is disappointing that not even an indicative demolition and construction programme has been provided. A Detailed Construction Logistics Plan would be conditioned.</p> <p>A highway condition surveys planning condition (pre- and post-works surveys including of footways and carriageways along the site) is recommended.</p> <p>Framework Construction Environmental Management Plan</p> <p>No comment. A Detailed Demolition and Construction Environmental Management Plan would be secured by planning condition.</p> <p>Recommended Planning Conditions</p> <ul style="list-style-type: none"> • Cycle Parking Details – to meet TfL’s London Cycle Design Standards • Detailed Delivery and Servicing Plan 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Detailed Construction Logistics Plan • Highway Condition Surveys • Detailed Demolition and Construction Environmental Management Plan • Detailed design for new Highway Access including stage 1 and Stage 2 Road Safety Audits <p>Recommended S.106 Heads of Terms</p> <ul style="list-style-type: none"> • Travel Plan and contribution of £3,000 per year for 5 years • Parking Design and Management Plan • S.278 Agreement for Highway Works • £120,000 contribution towards improvement of pedestrian crossing facilities at the Dysons Road/Leeside Road/Willoughby Lane/Brantwood Road junction • £50,000 contribution towards feasibility and design of the Brantwood Road protected cycle track facility <p>Summary</p> <p>This application is for the demolition of the existing buildings at 175 Willoughby Lane and the erection of 5,592sqm (GIA) of employment floor space for flexible E (light industrial), B2 and B8 uses. The site would include seven individual units, each of which would have ancillary office space. There will be associated car and cycle parking and the relocation of the existing highways access to suit the new arrangements.</p> <p>Transportation have considered the proposals and note the associated transportation demands and impacts that will arise. There will be uplifts in movements by all modes to and from the site, highways changes, and the applicant has included a Travel Plan, Delivery and Servicing Plan and an outline Construction Logistics</p>	

Stakeholder	Question/Comment	Response
	<p>Plan in their submission to demonstrate how the transport aspects and impacts will be managed.</p> <p>Overall, the application is considered acceptable, subject to the planning conditions and S106 obligations detailed above this response summary.</p>	
<p>Carbon Management</p>	<p>Carbon Management Response 01/08/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Report prepared by Halligan Consulting Engineers (dated September 2021; Rev A) <ul style="list-style-type: none"> ○ Including a BREEAM New Construction 2018 Pre-Assessment Report prepared by ESC Environmental Difference (dated May 2021) • Overheating Assessment prepared by Halligan Consulting Engineers (dated July 2021) • Relevant supporting documents. <p>7. Summary</p> <p>The development achieves a reduction of 101% carbon dioxide emissions on site, which is supported. No carbon offsetting contribution will be due as the development is considered zero carbon in planning policy terms. Further work is required under the Overheating Strategy. The Circular Economy Statement and Whole Life Carbon Assessment have not been submitted. Appropriate planning conditions will be recommended once this information has been provided.</p> <p>8. Energy – Overall</p>	<p>No objection subject conditions and obligations</p>

Stakeholder	Question/Comment	Response																																		
	<p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 101% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 119 tonnes of CO₂ from a baseline of 118 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are 221 tCO₂.</p> <table border="1" data-bbox="424 597 1621 1045"> <thead> <tr> <th colspan="4" data-bbox="424 597 1621 630"><i>Non-residential (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="424 630 722 732"></th> <th data-bbox="722 630 1020 732">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1020 630 1318 732">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1318 630 1621 732">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="424 732 722 802">Part L 2013 baseline</td> <td data-bbox="722 732 1020 802">118</td> <td data-bbox="1020 732 1318 802"></td> <td data-bbox="1318 732 1621 802"></td> </tr> <tr> <td data-bbox="424 802 722 834">Be Lean</td> <td data-bbox="722 802 1020 834">70</td> <td data-bbox="1020 802 1318 834">47</td> <td data-bbox="1318 802 1621 834">40%</td> </tr> <tr> <td data-bbox="424 834 722 867">Be Clean</td> <td data-bbox="722 834 1020 867">70</td> <td data-bbox="1020 834 1318 867">0</td> <td data-bbox="1318 834 1621 867">0%</td> </tr> <tr> <td data-bbox="424 867 722 899">Be Green</td> <td data-bbox="722 867 1020 899">-1</td> <td data-bbox="1020 867 1318 899">71</td> <td data-bbox="1318 867 1621 899">61%</td> </tr> <tr> <td data-bbox="424 899 722 969">Cumulative savings</td> <td data-bbox="722 899 1020 969"></td> <td data-bbox="1020 899 1318 969">119</td> <td data-bbox="1318 899 1621 969">101%</td> </tr> <tr> <td data-bbox="424 969 722 1045">Carbon shortfall to offset (tCO₂)</td> <td data-bbox="722 969 1020 1045">No offset due</td> <td data-bbox="1020 969 1318 1045"></td> <td data-bbox="1318 969 1621 1045"></td> </tr> </tbody> </table> <p>Energy – Lean</p> <p>The applicant has proposed a saving of 61 tCO₂ in carbon emissions (37%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 15% reduction respectively set in London Plan Policy SI2, so this is supported. However, it is noted that the ASHP system is likely counted under Be Lean, which may be inflating the carbon savings.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="424 1382 1591 1416"> <tr> <td data-bbox="424 1382 894 1416">Floor u-value</td> <td data-bbox="894 1382 1591 1416">0.22 W/m²K</td> </tr> </table>	<i>Non-residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Part L 2013 baseline	118			Be Lean	70	47	40%	Be Clean	70	0	0%	Be Green	-1	71	61%	Cumulative savings		119	101%	Carbon shortfall to offset (tCO₂)	No offset due			Floor u-value	0.22 W/m ² K	
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	External wall u-value	0.20 W/m ² K	
Roof u-value	0.18 W/m ² K		
Door u-value	1.80 W/m ² K (pedestrian) 1.20 W/m ² K (vehicle)		
Window u-value	1.40 W/m ² K		
Air permeability rate	3 m ³ /hm ² @ 50Pa		
Ventilation strategy	Mechanical ventilation with heat recovery (MVHR) to office areas		
Low energy lighting	LED lighting throughout		
Heating system (efficiency / emitter)	Warm air gas fired condensing heating with destratification fans for the units ASHP with use of VRF/VRV air conditioning for the main office areas (should be Be Green only) Local electric hot water generation for core areas Direct electric heating to core areas		
<p>The applicant has noted that the space heating demand has been calculated conservatively, assuming that the industrial parts of the areas are also heated.</p>			
<p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please confirm that gas boilers were used as the baseline energy system for Be Lean. And what is the gross efficiency? - What is the proposed g-value of the glazing? - The ASHP system should only be modelled under Be Green, as this is a renewable energy technology. The savings modelled from the solar PV array amount to around 70 tCO₂ which is the exact saving under Be Green. Be Lean savings should be achieved with fabric efficiencies. - How is lighting energy demand improved? Should consider daylight control and occupancy sensors for communal areas. Why have no roof lights, or additional (high level) glazing along the blank facades been proposed to reduce the lighting demand? - To model the full energy demand for the active cooling, as proposed under the overheating strategy. Then include these energy demands into the carbon footprint of the development and update any offsetting requirements based on this. 			
<p>Overheating is dealt with in more detail below.</p>			

Stakeholder	Question/Comment	Response
	<p>Energy – Clean</p> <p>London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs. The development is within 500 meters of a planned future DEN, so the development is expected to secure connection subject to demonstration of technical feasibility and financial viability.</p> <p>The applicant considers the space heating demand for the offices to be low for the site, and therefore a connection to the DEN would not be suitable.</p> <p>The pre-application note advised that this site is located close to the interconnector route between the Energy Recovery Facility at Edmonton and Haringey’s borough-wide DEN. The applicant was advised to liaise with Enfield and Haringey councils for the potential to connect, which has not been demonstrated. The applicant has noted that the demand for hot water and space heating for the office areas (assuming that the industrial areas will not need heating) will not be sufficient for a viable connection to the DEN. They also consider that the type of heating required would not be suitable for warehouse units, as these usually use gas-fired warm air heating or radiant heating.</p> <p>Connection to the DEN should be prioritised to comply with the heating hierarchy. No details behind the feasibility study have been provided to evidence the proposal not to connect. A site-wide strategy should be proposed with pipework from the centralised energy centre to the edge of the site for a future connection point.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please re-consider the proposals in line with comments above and provide evidence where this is not feasible. <p>Energy – Green</p> <p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p>	

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	<p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 71 tCO₂ (61%) reduction of emissions are proposed under Be Green measures.</p> <p>The total solar array across all seven units is estimated to produce around 289,898 kWh/year of renewable electricity per year, equivalent to an estimated reduction of 67.5 tCO₂/year. The arrays would be mounted on the roof of each unit, facing south. 25% of the north-facing roof will also include solar PV, with a 6° pitch, this will still deliver reasonable output.</p> <table border="1" data-bbox="424 565 1621 878"> <thead> <tr> <th></th> <th>Annual estimated generation (kWh/year)</th> <th>Estimated carbon saving (tCO₂/year)</th> </tr> </thead> <tbody> <tr> <td>Unit 1</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 2</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 3</td> <td>56,474</td> <td>13.2</td> </tr> <tr> <td>Unit 4</td> <td>30,120</td> <td>7</td> </tr> <tr> <td>Unit 5</td> <td>26,356</td> <td>6.1</td> </tr> <tr> <td>Unit 6</td> <td>26,356</td> <td>6.1</td> </tr> <tr> <td>Unit 7</td> <td>37,644</td> <td>8.8</td> </tr> </tbody> </table> <p>ASHP systems are proposed for the office area only, providing both heating and cooling. Other types of space heating are proposed to the warehouse (warm air gas-fired condensing heating with destratification fans) for the warehouse units, core areas (direct electric heating). Hot water would be generated by local low storage electric units. No further detail has been provided.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? The roof area could be maximised further, after introducing roof lights to reduce the lighting demand. - Will the solar PV arrays be directly linked to the unit below, i.e. with their own dedicated systems? - Was the use of battery storage assessed? Will there be significant expected evening/night-time use of electricity that would benefit from the solar PV arrays? - The roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the air source heat pumps will be located and how the units will be 		Annual estimated generation (kWh/year)	Estimated carbon saving (tCO ₂ /year)	Unit 1	56,474	13.2	Unit 2	56,474	13.2	Unit 3	56,474	13.2	Unit 4	30,120	7	Unit 5	26,356	6.1	Unit 6	26,356	6.1	Unit 7	37,644	8.8	
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	<p>mitigated in terms of visual and noise impact.</p> <ul style="list-style-type: none"> - How much of the heating demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented? - What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? - Please revise the strategy to consider a site-wide, single low-carbon heating system. <p>Energy – Be Seen London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>The applicant should install metering equipment on site, with sub-metering by unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of businesses.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please confirm that sub-metering will be implemented for residential and commercial units. - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? <p>9. Carbon Offset Contribution Any carbon shortfall identified as part of the Energy Plan (pre-commencement of development, to be secured as part of the S106), will need to be offset at £95/tCO₂ over 30 years.</p> <p>10. Overheating 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.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files. The report has modelled two units</p>	

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	<p>with their office spaces and lobbies facing south (modelled a total of four areas), under the London Weather Centre files.</p> <p>Results are listed in the table below.</p> <table border="1" data-bbox="424 394 1581 1044"> <thead> <tr> <th></th> <th>Unit 4 office</th> <th>Unit 4 lobby</th> <th>Unit 7 lobby</th> <th>Unit 7 office</th> </tr> </thead> <tbody> <tr> <td>DSY1 Scenario 1 mechanical ventilation only</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 2 mechanical ventilation + brise soleil</td> <td>Fail (criteria 1,2,3)</td> <td>Pass</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 3 mechanical ventilation + brise soleil + blinds</td> <td>Fail (criteria 1,2,3)</td> <td>Pass</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 4 cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2020s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2050s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY1 2080s Cooling only</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> </tbody> </table> <p>The applicant has stated that although Brise soleil and internal blinds reduce the overheating risk, they find it does not reduce it enough and they have only proposed active cooling through the air source heat pump systems.</p> <p>Natural ventilation was discounted due to the noise levels within the immediate surroundings. Although, the report states that it could be explored with security consultants and acousticians.</p> <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - The scenarios modelled do not follow the Cooling Hierarchy; the mitigation measures should be in order of the hierarchy. In addition, any cooling demand should be reduced 		Unit 4 office	Unit 4 lobby	Unit 7 lobby	Unit 7 office	DSY1 Scenario 1 mechanical ventilation only	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 2 mechanical ventilation + brise soleil	Fail (criteria 1,2,3)	Pass	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 3 mechanical ventilation + brise soleil + blinds	Fail (criteria 1,2,3)	Pass	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 4 cooling only	Pass	Pass	Pass	Pass	DSY1 2020s Cooling only	Pass	Pass	Pass	Pass	DSY1 2050s Cooling only	Pass	Pass	Pass	Pass	DSY1 2080s Cooling only	Pass	Pass	Pass	Pass	
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	<ul style="list-style-type: none"> - The weather files modelled should be DSY1 2020s, DSY 2 2020s, DSY3 2020s, DSY1 2050s - What level of mechanical cooling was modelled? - The modelling of future weather files should inform a future retrofit plan. - What is the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? <p>11. Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p><i>Non-Domestic BREEAM Requirement</i> Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 61.76% is expected to be achieved, equivalent to 'Very Good' rating.</p> <p><i>Urban Greening</i> 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. 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 will increase biodiversity and reduce surface water runoff.</p> <p>The development achieves an Urban Greening Factor of 0.06, which does not comply with the interim minimum target of 0.3 for predominantly non-residential developments in London Plan Policy G5. This will be achieved through some tree, hedge and ground cover planting.</p> <p><i>Whole Life Carbon</i> Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. No WLC statement has been submitted, the application is therefore not policy compliant.</p>	

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	<p>Circular Economy Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey 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. No CES has been submitted, the application is therefore not policy compliant.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Submit a Circular Economy Statement - Submit a Whole Life Carbon Assessment - Please allocate an area designated for staff to be able to take a break outside. This area should be clear, safe from traffic and include greening to contribute to their wellbeing. - What consideration was given to retain the existing brick building along Willoughby Lane? The applicant should consider how it may retain parts of, or the whole existing building to allow for the continued use of the embodied carbon of the existing building, lowering the overall whole-life carbon of the proposal and promoting a circular economy. Where parts of the building might be demolished, its materials should be deconstructed following a pre-demolition audit, and reused on site before being reused elsewhere. <p>12. Conclusion Overall, it is considered that the application cannot be supported as it does not currently meet the policy requirements.</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy - Potential for future DEN connection - Overheating - BREEAM Certificate - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon - Biodiversity <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data 	

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	<p data-bbox="472 232 1795 329"> - Energy Plan and Sustainability Review - Carbon offset contribution (and associated obligations) at £2,850 per tCO₂ if the development does not meet the zero-carbon requirement at the Energy Plan or Sustainability Review stages. </p> <p data-bbox="426 431 1014 464">Carbon Management Response 27/01/2023</p> <p data-bbox="426 500 1182 532">In preparing this consultation response, we have reviewed:</p> <ul data-bbox="472 537 1801 776" style="list-style-type: none"> • Energy Report prepared by Halligan Consulting Engineers (dated October 2022; Rev C) • Circular Economy Statement prepared by ESC (dated 6 October 2022) • Summary Response to Council Carbon Management Comments – Rev A (dated January 2023) • TM52 Overheating Report, prepared by Halligan Consulting Engineers (Rev A dated January 2023) • Site Layout Plan • Future District Heating Zone, prepared by Halligan Consulting Engineers (Rev P6) • Relevant supporting documents. <p data-bbox="426 813 1818 878">The revised and additional documents listed above were in response to the GLA Stage 1 comments, Design Officer Comments and Carbon Management Comments.</p> <p data-bbox="426 915 527 948">Energy</p> <p data-bbox="426 953 1818 1018">A slightly revised carbon reduction table is included below, based on revised architectural drawings following updates to the Design Officer comments.</p> <table border="1" data-bbox="426 1049 1619 1425"> <thead> <tr> <th colspan="4" data-bbox="426 1049 1619 1081"><i>Non-residential (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="426 1081 722 1183"></th> <th data-bbox="722 1081 1022 1183">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1022 1081 1320 1183">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1320 1081 1619 1183">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="426 1183 722 1252">Part L 2013 baseline</td> <td data-bbox="722 1183 1022 1252">118</td> <td data-bbox="1022 1183 1320 1252"></td> <td data-bbox="1320 1183 1619 1252"></td> </tr> <tr> <td data-bbox="426 1252 722 1284">Be Lean</td> <td data-bbox="722 1252 1022 1284">67</td> <td data-bbox="1022 1252 1320 1284">51</td> <td data-bbox="1320 1252 1619 1284">43%</td> </tr> <tr> <td data-bbox="426 1284 722 1317">Be Clean</td> <td data-bbox="722 1284 1022 1317">67</td> <td data-bbox="1022 1284 1320 1317">0</td> <td data-bbox="1320 1284 1619 1317">0%</td> </tr> <tr> <td data-bbox="426 1317 722 1349">Be Green</td> <td data-bbox="722 1317 1022 1349">0</td> <td data-bbox="1022 1317 1320 1349">67</td> <td data-bbox="1320 1317 1619 1349">57%</td> </tr> <tr> <td data-bbox="426 1349 722 1425">Cumulative savings</td> <td data-bbox="722 1349 1022 1425"></td> <td data-bbox="1022 1349 1320 1425">118</td> <td data-bbox="1320 1349 1619 1425">100%</td> </tr> </tbody> </table>	<i>Non-residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Part L 2013 baseline	118			Be Lean	67	51	43%	Be Clean	67	0	0%	Be Green	0	67	57%	Cumulative savings		118	100%	
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	Carbon shortfall to offset (tCO₂)	No offset due			<p data-bbox="422 331 667 363">Energy - Be Lean</p> <p data-bbox="422 368 1144 401">The applicant confirmed a number of outstanding items:</p> <ul data-bbox="470 406 1388 498" style="list-style-type: none"> - A gas boiler baseline was used for the TER and Be Lean scenarios - G-values: 0.4 (windows); 0.51 (rooflights) - Lighting demand was balanced against <p data-bbox="422 532 678 565">Energy - Be Clean</p> <p data-bbox="422 570 1818 634">In the GLA's post-stage 1 response to the applicants, the GLA have required the future occupiers to engage with the network operator to identify whether they can connect to the DEN.</p> <p data-bbox="422 669 1766 734">No evidence was submitted by the developer of any conversations with the network operator, Energetik, requested in pre-application advice.</p> <p data-bbox="422 768 1829 935">The DH plan outlines where the future DEN pipework could be laid by occupiers, but this pipework will not be delivered prior to the completion of this development. This means that individual occupiers would need to liaise with the network operator separately, and the business case to connect the development (and potentially wider area) would be less attractive or viable. Pipework should be installed between individual units to a single point of connection at the edge of the site.</p> <p data-bbox="422 969 1829 1034">There should also be an obligation on the developer to ensure leases with future occupiers require the future occupier to engage with Energetik in a timely fashion to discuss connection and supply agreements.</p> <p data-bbox="422 1068 1801 1101">Appropriate obligations and conditions have been recommended to ensure the scheme is policy compliant.</p> <p data-bbox="422 1136 688 1169">Energy – Be Green</p> <p data-bbox="422 1174 1797 1239">The individual units will have their own dedicated solar PV supply. Occupiers can explore battery solutions depending on their use requirements.</p> <p data-bbox="422 1273 1835 1338">The layout plan includes annotated locations of the ASHP units which will supply 100% of the demand, with a SCOP of 3.5, EER of 3.5 and SEER of 5.0.</p> <p data-bbox="422 1372 596 1404">Overheating</p>

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	<p>The revised TM52 report sets out how it follows the Cooling Hierarchy, having run 6 scenarios based on the hierarchy. Scenario 5 (mechanical ventilation only; 10 l/s/person) was run for 2020s DSY1-3 and 2050s DSY1, for sample units 4 and 7. Scenario 6 includes a 31.9 kW cooling load, and 751 MJ/m²/year.</p> <p>The proposed overheating strategy is considered acceptable.</p> <table border="1" data-bbox="424 428 1579 1349"> <thead> <tr> <th></th> <th>Unit 4 office</th> <th>Unit 4 lobby</th> <th>Unit 7 lobby</th> <th>Unit 7 office</th> </tr> </thead> <tbody> <tr> <td>DSY1 Scenario 1 reduce internal gains and energy efficiency design</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 2 incl brise soleil and internal shading</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 3 exposed thermal mass and high ceilings</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 4 passive ventilation with additional infiltration</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 5 mechanical ventilation</td> <td>Fail (criteria 1,2,3)</td> <td>Pass (fail criteria 2 only)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 Scenario 6 active cooling (VRF) through ASHP</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> <td>Pass</td> </tr> <tr> <td>DSY2 2020s scenarios 1-5</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY3 2020s scenarios 1-5</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> <tr> <td>DSY1 2050s scenarios 1-5</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> <td>Fail (criteria 1,2,3)</td> </tr> </tbody> </table> <p>Circular Economy</p>		Unit 4 office	Unit 4 lobby	Unit 7 lobby	Unit 7 office	DSY1 Scenario 1 reduce internal gains and energy efficiency design	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 2 incl brise soleil and internal shading	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 3 exposed thermal mass and high ceilings	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 4 passive ventilation with additional infiltration	Fail (criteria 1,2,3)	Fail (criteria 1,2)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 5 mechanical ventilation	Fail (criteria 1,2,3)	Pass (fail criteria 2 only)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 Scenario 6 active cooling (VRF) through ASHP	Pass	Pass	Pass	Pass	DSY2 2020s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY3 2020s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	DSY1 2050s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	
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DSY1 2050s scenarios 1-5	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)	Fail (criteria 1,2,3)																																																

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	<p>A Circular Economy Statement was submitted.</p> <p>The principles used for this development are:</p> <ul style="list-style-type: none"> - Conserve resources, increase efficiency and source sustainably - Design to eliminate waste (and for ease of maintenance) - Manage waste sustainably and at the highest value - Recycling of building materials that result from demolition of existing structures on site - Avoiding damage to products by storing and handling correctly, including a systematic approach to storing offcuts - Eliminating waste in the ordering process by implementing efficient procedures, i.e. eliminating over ordering - Employing the use of materials that have been fabricated offsite, e.g. insulated wall panels and steel frames - Investigating opportunities to use reclaimed materials and products with a high level of recycled content - Ensuring material efficiency is achieved by avoiding over-specifying <p>Planning Obligations</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan and Sustainability Review - Carbon offset contribution (and associated obligations) at £2,850 per tCO₂ if the development does not meet the zero-carbon requirement at the Energy Plan or Sustainability Review stages. - Evidence of entering into a green lease with future occupiers require the future occupier to engage with Energetik in a timely fashion to discuss connection and supply agreements. <p>Planning conditions</p> <p><u>Energy Strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy Report rev C (dated October 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs)</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>and a minimum XXX kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to the commencement of above ground works, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <i>- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> <i>- Evidence of discussions with the decentralised energy network operator on the viability of the development connecting;</i> <i>- A revised heating strategy following discussions with Energetik;</i> <i>- Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction with SAP2012 carbon factors;</i> <i>- Location, specification and efficiency of any ASHPs, if they form part of the revised heating strategy, (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> <i>- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> <i>- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;</i> <i>- Specification of any additional equipment installed to reduce carbon emissions;</i> <i>- A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV arrays shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays air source heat pumps must be installed and brought into use prior to first occupation of the relevant unit. Six months following the first occupation of that unit, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array and heat pump have been installed.</i></p>	

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	<p><i>c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>DEN Connection</i></u> <i>Prior to the above ground commencement of construction work, details of the pipework location to enable a future DEN connection must be submitted to and approved by the local planning authority.</i></p> <p><i>Pipework shall be installed from the individual plant rooms to the edge of the site to a single point of connection, with ability to isolate each branch to each unit depending on whether it is connected. This shall include evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Urban Greening Factor</i></u> <i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been aimed for, ensuring that the landscaping proposals maximise greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u><i>BREEAM</i></u> <i>(a) Prior to the above ground commencement, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits</i></p>	

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	<p><i>are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Prior to occupation of the relevant unit, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Circular Economy</i></u> <i>Prior to the occupation [of any phase / building/ development], a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance.</i></p> <p><i>The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development].</i></p> <p><i>Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.</i></p> <p><u><i>Whole Life-Cycle Carbon</i></u> <i>Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.</i></p> <p><i>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p>	
Waste Management	<p>The waste generated from this development will be classed as commercial and as such will not be collected by LBH or its contractors as part of our statutory collection duties. The is acknowledge on page 4 of the Waste Management and Recycling Statement supporting this application which is adequate for a development of this size/type. The site is accessible from Dyson's Road. A basic swept path analysis provided in Appendix 1, pg. 5, shows an RCV being able to turn on site meaning a vehicle can enter and leave in a forward gear. This plan also shows the location of 4 separate bins stores, split 2 at the front of site and 2 at the rear. The number and type of bins needed, and therefore the size of each bin store, is not mentioned within the statement. This will depend on the type of businesses that occupy the development/units in operation, the waste/recycling they generate, and the contracts put in place for the collection of this. The example bin storage units shown in appendix 2 of the statement look to be of a high standard, providing a secure compound and screening bins to improve the site aesthetic and minimise misuse. Commercial waste collection companies can provide up to twice daily collections 7 days per week. We would however advise against sizing the bins stores based on minimum size and maximum collections. The stores should be sufficient to store waste generated from the units in operation for one week.</p>	Comments Noted
Building Control	<p>I have looked at the plans, and fire consultant's report, for the development at the above site and have raised no issues at this stage, except that the rear means of escape routes to be clarified. The proposals will be subject to a full check under the Building Regulations 2010 when an application is submitted to Building Control.</p>	Comments noted.
Flood & Water Management	<p>Having reviewed the applicant's recently submitted :</p> <ol style="list-style-type: none"> 1) Covering letter confirming response to our drainage comments dated 16th May 2022 2) Greenfield Run-off rate calculations using IH 124 method 3) Micro Drainage outputs for the Drainage Network calculations dated 16th May 2022 4) Propose drainage layout plan reference number 63282 / 101 revision T2 	No objection

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	<p>Along with previously submitted Flood Risk Assessment and Drainage Strategy report reference number 63282-01 Revision B dated 10th February 2022 prepared by PRP Environmental Consultant</p> <p>We have no further comments to make on the above planning application.</p>	
Pollution Air Quality	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Sustainability and Energy Statement with reference 001077 – PL Version 1 prepared by Sustain Quality Ltd dated March 2022 taken note of the likely use of the most feasible green technologies for the development as Solar Photovoltaic Panels, Design and Access Statement dated July 2022 as well as the fact that one of the site is situated directly adjacent to an electric substation, please be advise that whilst we have no objection to the proposed development in relation to AQ and Land Contamination, the following planning conditions are recommend should planning permission be granted.</p>	Noted conditions attached.
EXTERNAL		
Thames Water	<p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021.</p> <p>Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact /</p>	Noted, informative attached.

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	<p>cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working</p>	

Stakeholder	Question/Comment	Response
<p>Greater London Authority</p>	<p>Strategic planning application stage 1 referral</p> <p>Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.</p> <p>The proposal Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of two, two-storey buildings to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.</p> <p>The applicant The applicant and architect is Michael Sparks Associates.</p> <p>Strategic issues summary Land use principles: The proposed development is acceptable as it would optimise the potential of the site appropriate to this Strategic Industrial Location (SIL), however, further information is required on whether the site is required for waste management purposes and if office uses are ancillary to the functions of the industrial facility.</p> <p>Urban design: No strategic design issues are raised to the development of industrial warehouses on SIL.</p> <p>Transport: Further information is required on Active Travel Zone assessment, car and cycle provision, walking, cycling and public realm improvements, delivery, servicing and</p>	<p>Comments noted and condition attached</p>

Stakeholder	Question/Comment	Response
	<p>construction, and travel plans.</p> <p>Sustainable development and environment: Further information is required on energy, circular economy, whole-life cycle carbon, flood risk, drainage, air quality, water efficiency, and noise.</p> <p>Recommendation</p> <p>That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 73. Possible remedies set out in this report could address these deficiencies.</p> <p>page 2</p> <p>Context</p> <p>1. On 8 April 2022 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.</p> <p>2. The application is referable under the following categories of the Schedule to the Order 2008:</p> <ul style="list-style-type: none"> • Category 3G i Development affecting waste site that does not comply with development plan that occupies more than half a hectare <p>3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; or allow the Council to determine it itself.</p> <p>4. The Mayor of London's statement on this case will be made available on the GLA's public register: https://planning.london.gov.uk/pr/s/</p> <p>Site description</p> <p>5. The 0.94 hectare site is located on the corner of Brantwood Road and Willoughby Lane. The site forms part of the wider Brantwood Road Industrial Estate, a 16.5 hectare area of land that is in industrial use and designated as Strategic Industrial Land. The site is bounded to the east by Willoughby Lane, to the south by Brantwood, to the north by residential properties, and to the west by industrial properties. The site was used as a vehicle breakers yard and is currently occupied by a 2/3 storey building comprising a total of 2,535 sq.m</p>	

Stakeholder	Question/Comment	Response
	<p>(GIA) of retail area and workshops in B2/B8 uses. The remainder of the site is generally hard standing used for storage purposes. The site lies in the Upper Lea Valley Opportunity Area. The site does not contain any statutorily or locally listed buildings nor is it located in a conservation area.</p> <p>6. The nearest section of the Transport for London Road Network (TLRN) is the A406 North Circular Road, located approximately 1 kilometre north-east of the site. The nearest section of the Strategic Road Network (SRN) is the A1010 High Road, located approximately 900 metres west of the site. The nearest rail station is Meridian Water (Greater Anglia line) which is currently 700 metres to the north-east of the site; however, this distance will reduce to 500 metres with the primary road network delivered with Phase 1 of Meridian Water. Northumberland Park station is also located 750 metres to the south. The nearest bus stops to the site are located within 400 metres to the south of the site on Willoughby Lane (served by bus route 341). Bus access to the local area will also improve with the Meridian Water proposals. As such, the Public</p> <p>page 3</p> <p>Transport Access Level (PTAL) of the site is estimated to be at least 3 (on a scale of 0-6b where 6b is the highest).</p> <p>Figure 1: Aerial view of the site and surrounds</p> <p>Details of this proposal</p> <p>7. Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.</p> <p>page 4</p> <p>Figure 2: The site layout plan</p> <p>Case history</p> <p>8. Pre-application written advice was issued on 27 September 2019 (GLA/5050) for the redevelopment of the site to provide 4,530 sq.m. of industrial floorspace (B2/B8), 3,160 sq.m. of commercial floorspace and 188 residential units. The advice stated that the introduction of a residential use together with vertical co location and the surrounding industrial uses would result in homes of a low quality. The applicant was encouraged to explore opportunities to intensify the site for industrial uses.</p>	

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	<p>Strategic planning issues and relevant policies and guidance</p> <p>9. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Haringey Strategic Policies DPD (2017), Development Management Policies DPD (2017), Site Allocations DPD (2017) and Tottenham Area Action Plan (2017); and the London Plan 2021.</p> <p>10. The following are also relevant material considerations:</p> <ul style="list-style-type: none"> • The National Planning Policy Framework and National Planning Practice Guidance; <p>11. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:</p> <p>page 5</p> <ul style="list-style-type: none"> • Good Growth - London Plan; • Economic development - London Plan; the Mayor's Economic Development Strategy; Employment Action Plan; • Opportunity Area - London Plan; • Strategic industrial land - London Plan; • Urban design - London Plan; Character and Context SPG; Public London Charter LPG; • Inclusive access - London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG • Sustainable development - London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Mayor's Environment Strategy; • Air quality - London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; • Ambient noise - London Plan; the Mayor's Environment Strategy; • Transport and parking - London Plan; the Mayor's Transport Strategy; • Biodiversity - London Plan; the Mayor's Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG. <p>Land use principles Loss of waste facility</p> <p>12. Policy SI9 of the London Plan states that existing waste sites should be safeguarded. Any loss of a waste site would only be acceptable where</p>	

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	<p>appropriate compensatory capacity is made that should at least meet or exceed the maximum achievable throughput of the site proposed to be lost. Further, it states that waste plans should be adopted before applications consider the loss of waste sites. A waste site is defined as land with planning permission for a waste use or a permit for waste use from the Environment Agency.</p> <p>13. The site allocation refers to the site as an existing waste management use with a throughput of 60,000 tonnes of waste per annum. However, the site has not been identified as a safeguarded waste site in the draft North London Waste Plan (NLWP) which is due to be adopted in July. The applicant has stated that the site is not currently in waste use, does not benefit from planning permission for waste purposes, and does not have any waste permits.</p> <p>14. No evidence has yet been submitted to demonstrate whether there has been any waste throughput in the past five years or whether the loss of waste capacity has been accounted for in the draft NLWP. The Council have advised page 6 that the capacity and throughput on the site have been met at the adjacent Redcorn site. If it can be confirmed that the site does not meet the definition of a waste site (i.e. the site does not have planning permission for the waste use and does not operate with the benefit of a permit for the waste use from the Environment Agency), then officers would be satisfied that there is no conflict with Policy SI9. Therefore, further information on the site history, including evidence of the site not producing waste throughput, or having planning permission or waste permits, should be provided to the GLA prior to Stage 2 referral.</p> <p>Strategic Industrial Location</p> <p>15. The site is currently designated as part of a Strategic Industrial Location (SIL) in the London Plan. The site also falls within the Lee Valley Opportunity Area, which has an indicative capacity in Policy SD1 of the London Plan for 21,000 new homes and 17,000 new jobs.</p> <p>16. Policy E4 of the London Plan seeks to ensure a sufficient supply of land and premises to meet current and future demands for industrial and related functions to be provided and maintained. Development proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out in Part A of Policy E4.</p> <p>17. Policy E5 of the London Plan states that SIL sites should be managed</p>	

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	<p>proactively through a plan-led process to sustain them as London’s largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London’s economy.</p> <p>18. The proposal includes seven new employment units to provide up to 5,592 sq. m. of flexible uses falling within Use Class E (light industrial), B2 (general industrial) and B8 (storage and distribution) with ancillary offices. These uses are acceptable industrial-type activities for the SIL. Given industrial-type floor space is being re-provided at intensified levels, the principle of the loss of the existing industrial units is supported.</p> <p>19. However, it is noted that office space is not within the list of industrial-type activities unless it is connected to research and development of industrial related products or processes. The submitted plans show the offices on the mezzanine levels above the industrial units. Whilst the office floor space represents a small proportion of the overall floor space on the site, limited information has been provided on what the office space will be used for and appropriate mitigation measures to protect the amenity of office workers from intrusive noises, smells and any other potential nuisances with consideration to agent of change principles contained in Policy D13 of the London Plan. The applicant will need to demonstrate the office uses are ancillary to the functions of the industrial facilities (and not, for instance, let separately to the industrial units), which the Council should secure. Further information should be provided prior to Stage 2 referral. Conditions securing a minimum quantum of floorspace within industrial land uses (Use Classes E(g)(iii), B2 and B8), as opposed to flexible Class E use, should also be considered.</p> <p>page 7 Urban design</p> <p>20. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.</p> <p>Figure 3: 3D of proposed development</p> <p>21. The optimisation of the site for industrial purposes with the erection of two storey industrial buildings, is supported in principle. The Council should ensure</p>	

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	<p>that the impact of the additional massing on the amenity of adjacent residents is appropriate. Additional greening/planting could help mitigate the impact of any new proposal over the existing residential units.</p> <p>22. The loss of the existing characterful brick building is regrettable, although it is noted that this is not a designated or non-designated heritage asset. The proposed buildings' design and materials are of functional appearance, appropriate to their purpose and the character of the Strategic Industrial Location. Appropriate mitigation measures to reduce noise and light pollution to adjacent residential properties should be considered.</p> <p>Fire safety</p> <p>23. Policy D12 of the London Plan requires a fire statement prepared by a suitably qualified third-party assessor, demonstrating how the 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.</p> <p>page 8</p> <p>24. A fire statement has been submitted as part of the planning application, which meets the requirements of Policy D12 of the London Plan. Compliance with the fire statement must be secured by condition.</p> <p>Inclusive access</p> <p>25. Policy D5 of the London Plan seeks to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). The application material sets out that the development meets the requirements of Policy D5 in that it can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment. These measures should be secured by the Council.</p> <p>Sustainable development</p> <p>Be Lean</p> <p>26. The proposed development is estimated to achieve a reduction of 48 tonnes per annum (41%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development. The applicant should confirm that the GLA Energy Assessment guidance methodology has been followed.</p> <p>Overheating</p> <p>27. The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the</p>	

Stakeholder	Question/Comment	Response
	<p>actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.</p> <p>Be Clean</p> <p>28. The applicant has identified the planned interconnected route between Enfield's DEN at Edmonton and Haringey's district heating network within the vicinity of the development and is not proposing to connect to the network. Connection to the network should be prioritised as per the heating hierarchy of London Plan and evidence of active two-way correspondence with the network operator should be provided. This must include confirmation or otherwise from the network operator that the network has the capacity to serve the new development, together with supporting estimates of the CO2 emission factor, installation cost and timescales for connection.</p> <p>29. The feasibility assessment and calculations referred to by the client should be provided. The applicant has confirmed that the calculations has shown that the warehouse areas have high space heating demand so this load should be connected to the DHN.</p> <p>30. If possible, the applicant should propose a site-wide heat network supplied by a centralised energy centre. A drawing showing the route of the heat network</p> <p>page 9</p> <p>linking all buildings/uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centre.</p> <p>31. The applicant should provide a commitment that the development is designed to allow future connection to a district heating network. This should include a single point of connection to the district heating network. Drawings should be provided demonstrating space for heat exchangers in the energy centre, and a safe-guarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors. This requirement is to be secured through a suitable condition or legal wording.</p> <p>Be Green</p> <p>32. The applicant is proposing to install PV panels. The applicant should provide the capacity (kWp), total net area (m2) and annual output (kWh) of the proposed PV array. A roof layout has been provided, however, it appears that there might be additional space for PV.</p>	

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	<p>33. The applicant should reconsider the PV provision and should provide a further detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised and clearly outlining any constraints to the provision of further PV, such as plant space or solar insolation levels. The applicant is expected to situate PV on any green/brown roof areas using biosolar arrangement and should indicate how PV can be integrated with any amenity areas.</p> <p>34. The applicant is proposing warm air gas fired condensing heating with destratification fans for the warehouse units, VRF/ VRV (ASHP) system for heating and cooling in the main office areas and direct electric heating to core areas. They also suggest hot water generated by local low storage electric units. They should confirm the reasons why a centralised network served by a more efficient and low carbon heating system i.e. heat pumps was not utilised. Be Seen energy monitoring</p> <p>35. The applicant has confirmed that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance will be submitted to the GLA's portal at the appropriate reporting stages. This should be secured through the S106 agreement. Carbon savings</p> <p>36. The applicant should confirm the carbon shortfall in tonnes CO2 and the associated carbon offset payment that will be made to the borough. This should be calculated based on a net-zero carbon target for domestic and non-domestic proposals using the GLA's recommended carbon offset price (£95/tonne) or, where a local price has been set, the borough's carbon offset price. The draft S106 agreement should be submitted when available to evidence the carbon offset agreement with the borough. page 10 Whole Life-cycle Carbon</p> <p>37. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint. The applicant should submit a whole life-cycle carbon assessment. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA website1</p>	

Stakeholder	Question/Comment	Response
	<p>· Circular Economy 38. Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG. The applicant has is required to submit a Circular Economy Statement in accordance with the GLA guidance. 39. A condition should be secured requiring the applicant to submit a post construction report. The template and suggested condition wording are available on the GLA website2 · Environmental issues Flood risk management 40. The site is located in Flood Zone 2 associated with the Pymmes Brook. A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). 41. The FRA provided for the proposed development does not currently comply with Policy SI.12 of the London Plan, as it does not give appropriate regard to fluvial and pluvial flood risk. In terms of fluvial flood risk, the FRA states that the site is at risk of flooding between the 100 year and 1,000 year event. The FRA should include an assessment of the 100 year + climate change flood extents to demonstrate that no floodwater is displaced as a result of the proposals. The FRA should also clearly state the design fluvial flood levels compared with proposed FFLs. The FRA states that the site can be safely evacuated; this should be shown on a plan and consideration should be given for resilience/resistance measures as appropriate. 42. Regarding pluvial flood risk, there is a flood flow path along the southern site boundary on Brantwood Road in the 'medium risk' scenario. The FRA should 1 https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance 2 https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance page 11 include an assessment of existing and proposed levels to understand the risk to</p>	

Stakeholder	Question/Comment	Response
	<p>the site, including appropriate mitigation measures as necessary.</p> <p>43. Latest EA reservoir mapping shows that the site is at risk of reservoir flooding. Emergency planning measures should be put in place, to be detailed in a Flood Warning and Evacuation Plan (FWEP) secured by condition.</p> <p>Sustainable drainage</p> <p>44. The surface water drainage strategy for the proposed development does not currently comply with Policy SI.13 of the London Plan, as it does not give appropriate regard to the provision of a sustainable strategy, including greenfield runoff rates, SuDS, and the avoidance/reduction of pumping requirements.</p> <p>45. The drainage strategy proposes to restrict runoff to 31.5 l/s and 68.5 l/s for the 1 year and 100-year events, respectively, which corresponds to a 50% betterment compared to the existing rate. No assessment of greenfield runoff rate has been made, and no consideration has been given to the practicality of discharging at greenfield rate, or three times greenfield rate, where greenfield runoff rate is not possible. The drainage strategy should be revised to further reduce discharge rates towards the greenfield runoff rate.</p> <p>46. The drainage strategy proposes to provide all the required attenuation within a below ground attenuation tank. The Applicant should revise the drainage strategy to incorporate a range of SuDS to provide the required water quantity, quality, biodiversity, and amenity benefits.</p> <p>47. Rainwater harvesting and green roofs should be provided to satisfy the requirements of Policy SI.13. of London Plan. The applicant should ensure that the Council's version of the London Sustainable Drainage Proforma is completed and accompanies the planning application. The proformas for all local authorities can be found here.</p> <p>Water efficiency</p> <p>48. No information has been provided as to the targeted Wat 01 credits for the non residential uses on site.</p> <p>49. Water efficient fittings, leak detection systems, water meters, and water harvesting, and re-use should be considered for inclusion to meet the required water efficiency targets.</p> <p>50. The proposed development does not currently meet the requirements of Policy SI.5 of the London Plan, as no information has been provided regarding the water consumption strategy.</p> <p>page 12</p>	

Stakeholder	Question/Comment	Response
	<p>Air quality</p> <p>51. Given the location of the proposed development in proximity to a number of human health receptors, construction works mitigation relevant to a medium risk site, along with requirements for NRMM to comply with Low Emission Zone standards for the Opportunity Areas, should be secured by condition, in line with London Plan Policy SI1 (D).</p> <p>52. The offices will be provided with heat and hot water by air-source heat pumps and PV, which will not generate any emissions. The warehouse will, however, be provided with heat by gas boilers, although no assessment of the impacts of emissions has been carried out. Further information is therefore required to determine the significant of any potential air quality impacts.</p> <p>53. It should be explicitly stated whether there will be any backup generators and, if relevant, an assessment of the impacts of emissions should be undertaken.</p> <p>54. An Air Quality Neutral assessment was carried out and the development was found to meet the Air Quality Neutral benchmarks for building emissions but exceed the benchmarks for transport emissions. However, the calculation of development trip rate was carried out incorrectly and should only include private car trips in the development trip generation. The assessment should therefore be updated to reflect this (and this may mean that the transport benchmark is met) – further information required to determine compliance with Policy SI1 (B) (2a) of the London Plan.</p> <p>55. The proposed development is not located within an Air Quality Focus Area and will not introduce any new sensitive receptors to unacceptable air quality conditions – compliant with Policy SI 1 (B) (2d) of the London Plan.</p> <p>56. Conditions requiring London Non-Road Mobile Machinery (NRMM) Low Emission Zone standards and measures to control emissions during the construction phase are required.</p> <p>Biodiversity</p> <p>57. Policy G6 of the London Plan states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain.</p> <p>58. As there is currently no soft landscaping on the site, the landscape proposals of species-rich trees and plant beds will help to achieve a Biodiversity Net Gain (stated on page 23 of the Planning Statement, evidenced in a Biodiversity</p>	

Stakeholder	Question/Comment	Response
	<p>Report). It is recommended the applicant should provide quantitative evidence that the proposed development secures a net biodiversity gain in accordance with Policy G6(D).</p> <p>Urban Greening</p> <p>59. The applicant has calculated the Urban Greening Factor (score) of the proposed development as 0.08. This is a low score, but Policy G5 of the page 13 London Plan does not set a target for industrial use, and in recognition of the strategic function of SIL the proposals are accepted in this instance.</p> <p>Transport</p> <p>Pedestrian and cycle access</p> <p>60. Pedestrian and cycle access to the site is currently combined with the vehicular access points. The applicant should consider whether they can be separated to improve safety. It is however welcomed that pedestrian routes within the site are to be clearly defined and appropriate tactile paving is to be provided at road crossing points.</p> <p>Vehicular access</p> <p>61. Access will be via priority junction from Dysons Road at the eastern site boundary. This will involve relocating the existing access approximately 15 metres to the north of its current position and will require some changes to existing on-street parking arrangements. It is welcomed that swept paths and Stage 1 Road Safety audit have been included in the submission confirming the safety of the design.</p> <p>Trip generation and mode share</p> <p>62. A trip generation analysis is provided based on TRICS datasets. It is estimated that the proposal would generate 86 two-way person trips in the AM peak and 52 in the PM peak. Of those, 10 of the peak trips will be by rail, 20 by bus and 38 by car, 7 by bike, and 3 by foot. In terms of vehicular trip impact, the proposal would generate 39 vehicular trips in the AM peak, with a net increase of 11 trips; and 22 vehicular trips in the PM peak, a net decrease of 6 trips compared with the existing use. It is considered that the change in vehicular trips would not have a material capacity impact to the TLRN in the vicinity.</p> <p>Healthy Streets</p> <p>63. The applicant has not provided an Active Travel Zone (ATZ) assessment, as required by TfL's Transport Assessment Best practice guidance. As such, an ATZ shall be undertaken to assess local walking and cycling conditions within</p>	

Stakeholder	Question/Comment	Response
	<p>the defined catchment area and identify improvement opportunities. As the site is located within an industrial area where walking and cycle provision is poor, the Council should secure necessary walking and cycling improvements where appropriate in light of the ATZ outcome, in line with Policy T2 of the London Plan.</p> <p>Cycle parking</p> <p>64. The applicant is committed to provide one cycle parking space per 250 sq.m. in line with industrial uses as set out in the London Plan with one enlarged space in accordance with the LCDS. While this is welcomed, the applicant shall clearly set out the quantity and types of cycle parking proposed, which shall include the provision of at least 5% of wider spaces.</p> <p>page 14</p> <p>Car parking</p> <p>65. The applicant proposes 44 car parking spaces (including 7 disabled spaces), which equates to a ratio of 1 space per 125 sq.m., higher than the London Plan maximum ratio of 1 space per 600 sq.m. for outer London Opportunity areas. The quantum is justified with reference to the census 2011 local mode share for driving to work. The applicant should refer to more recent data sources as vehicle use is likely to be much lower and potentially reducing further with the emergence of a high-density urban quarter to the east. Accordingly, parking should be further reduced to encourage mode shift and contribute to vision zero objective. Nevertheless, it is welcomed that active electric vehicle charging points for 10% of the spaces and 5% of the spaces will be designated for shared car use.</p> <p>66. A Car Parking Management Plan should be produced, and its final submission and implementation should be secured by condition.</p> <p>Deliveries and servicing</p> <p>67. An outline Delivery and Servicing Plan (DSP) has been included in the submission, which set out how sustainable freight and servicing will be encouraged and enabled. The final DSP should be secured by condition.</p> <p>Construction</p> <p>68. It is welcomed that an outline Construction Logistics Plan, which also covers elements for construction logistics have been produced. The final submission and approval of the CLP should nevertheless be conditioned in line with Policy T7 of the London Plan.</p>	

Stakeholder	Question/Comment	Response
	<p>Travel Planning</p> <p>69. A Framework Travel Plan have been provided in line with Policy T3 of the London Plan. The applicant shall commit to provide sufficient resource and funding toward monitoring/ implementing and delivery the targets and measures stated. Nevertheless, the final Travel Plan would need be secured and monitored through the Section 106 agreement as per consented proposal.</p> <p>Local planning authority's position</p> <p>70. Haringey Council planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.</p> <p>Legal considerations</p> <p>71. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor page 15 again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application. There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.</p> <p>Financial considerations</p> <p>72. There are no financial considerations at this stage.</p> <p>Conclusion</p> <p>73. London Plan policies on industrial uses, urban design, transport, environment, and sustainable development are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with these policies, as summarised below:</p> <ul style="list-style-type: none"> • Land use principles: The proposed development is acceptable as it would optimise the potential of the site appropriate to this Strategic Industrial Location (SIL), however, further information is required on whether the site is required for waste management purposes and if office uses are ancillary to the functions of the industrial facility. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Urban design: No strategic design issues are raised to the development of industrial warehouses on SIL. • Transport: Further information is required on Active Travel Zone assessment, car and cycle provision, walking, cycling and public realm improvements, delivery, servicing and construction, and travel plans. • Sustainable development and environment: Further information is required on energy, circular economy, whole-life cycle carbon, flood risk, 	

Stakeholder	Question/Comment	Response
Design Out Crime Office	<p>Re: Planning Application at: 175 Willoughby Lane, N17 0RX</p> <p>Proposal: Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.</p> <p>Dear Sarah Madondo, Section 1 - Introduction: Thank you for allowing us to comment on the above planning proposal. With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We haven't met with the project Architects or Agents to discuss Crime Prevention or Secured by Design (SBD) for the overall site. Whilst in principle we have no objections to the site, we have concerns with some aspects of the design that may prevent it from achieving Secured by Design accreditation. However, we believe the development can achieve accreditation providing our recommendations are actioned. We would welcome any opportunity to discuss these with the Architects or Managing Agency.</p> <p>We have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency was to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SbD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions: (1) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. (2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. Informative:</p>	<p>Noted condition attached</p>

No objection subject to Archaeological Condition(s)

Comments noted informative attached

I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

Informative

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Evaluation

A sample of archaeological fieldwork data submitted to the local planning authority for evaluation. If significant archaeological remains are identified, the local planning authority should be notified in writing.

**NEIGHBOURING
PROPERTIES**

Design

- Scale/bulk of the building

Impact on neighbours

- Loss of sunlight to the garden
- Noise pollution
- Loss of sunlight into house
- Overshadowing
- Visual amenity

Parking, Transport and Highways

- Traffic congestion and obstruction
- Road safety

Environment and public health

- Health benefit/health concerns
- Noise and disturbance

Others

- Property devaluation (*officer comment - this is not a material planning consideration*).
- Mental health and wellbeing will be affected
- Benefits to the local residents
- How does the development fit with pandemic/covid lockdown measures (*officer comment - this is not a material planning consideration*).

Officers consider the proposal to be of a compatible and appropriate scale to the context. The proposed development has been reduced scale.

The proposal is not considered to result in an unacceptable impact on local amenity as set out in the main report.

The Transportation Officer has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions/S106 being imposed

Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition.

The proposed development would provide employment for local residents and boost the economy.

There is no evidence that proposed development can affect mental health.

The proposal includes improvements to surrounding streets.



Report for:	Planning Sub Committee Date: 6 February 2023	Item Number:	10
Title:	Update on major proposals		
Report Authorised by:	Robbie McNaugher		
Lead Officer:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2019 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
109 Fortis Green, N2 HGY/2021/2151	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
573-575 Lordship Lane, N22 HGY/2022/0011	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
Adj to Florentia Clothing Village Site, 108 Vale Road, N4 HGY/2022/0044	Redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	James Mead	Matthew Gunning
15-19 Garman Road, N17	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution	Members resolved to grant planning permission subject to	Kwaku Bossman-Gyamera	Kevin Tohill

<p>HGY/2022/0081</p>	<p>with ancillary offices on ground, first and second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Full Planning Application).</p>	<p>the signing of a section 106 legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>		
<p>29-33 The Hale, N17 HGY/2021/2304</p>	<p>Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.</p>	<p>Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>Barbara Hucklesby Close, N22 HGY/2022/0859</p>	<p>Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping.</p>	<p>Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Gareth Prosser</p>	<p>Kevin Tohill</p>
<p>313-315 Roundway and 8-12 Church Lane, N17 HGY/2022/0967</p>	<p>Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Chris Smith</p>	<p>Kevin Tohill</p>

<p>Broadwater Farm, Tottenham, N17</p> <p>HGY/2022/0823</p>	<p>Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>GLA Stage 2 referral received.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Chris Smith</p>	<p>John McRory</p>
<p>Woodridings Court, Crescent Road, N22</p> <p>HGY/2022/2354</p>	<p>Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent homes in four and five storey buildings. Provision of associated amenity space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>St Ann's Hospital, St Ann's Road, N15</p> <p>HGY/2022/1833</p>	<p>Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, and car and cycle parking.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement</p> <p>Awaiting decision from GLA on Stage 2 referral.</p>	<p>Chris Smith</p>	<p>John McRory</p>

		Negotiations on legal agreement are ongoing.		
Brunel Walk, N15	Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
45-47, Garman Road, London, N17 HGY/2022/2293	Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Kwaku Bossmann-Gyamera	Kevin Tohill
APPLICATIONS SUBMITTED TO BE DECIDED				
103-107 North Hill N6 HGY/2022/4415	Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, café, lounge, bar, well-being shop general shop, car and cycle parking, refuse/recycling storage,	Application submitted and under assessment. To be reported to members at the planning sub-committee on 6 th February 2023	Valerie Okeiyi	John McRory

	mechanical and electrical plant, landscaping and associated works			
175 Willoughby Lane London, N17 HGY/2022/0664	Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)	Application submitted and under assessment. To be reported to members at the planning sub-committee on 6 th February 2023	Sarah Madondo	Kevin Tohill
Wat Tyler House, Boyton Road, Hornsey, London, N8 HGY/2022/3858	Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.	Application submitted and under assessment.	James Mead	John McRory
Tottenham Hotspur Football Club, 748, High Road HGY/2022/4504	Reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000	Application submitted and under assessment	Samuel Uff	John McRory
44 Hampstead Lane, N6 HGY/2022/2731	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works	Application submitted and under assessment	Samuel Uff	John McRory

<p>Cross House, 7 Cross Lane, N8</p> <p>HGY/2021/1909</p>	<p>Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>550 White Hart Lane, N17</p> <p>HGY/2022/0709</p>	<p>Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in respect of units 3, 4 and 5a as well as 1, 5b and 6) condition 22 (No loading/unloading outside units 3,4,& 5) and condition 23 (No loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055</p>	<p>Application submitted and under assessment.</p>	<p>James Mead</p>	<p>John McRory</p>
<p>550 White Hart Lane, N17</p> <p>HGY/2022/0708</p>	<p>Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100</p>	<p>Application submitted and under assessment.</p>	<p>James Mead</p>	<p>John McRory</p>
<p>The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17</p> <p>HGY/2022/0563</p>	<p>Full planning application 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.</p>	<p>Application submitted and under assessment.</p> <p>Revised version of scheme refused in November 2021 – which was appealed, and the appeal upheld (allowed).</p>	<p>Philip Elliott</p>	<p>John McRory</p>

Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 HGY/2022/3846	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
798-808 High Road, N17 HGY/2022/1642	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2020/1584) for the erection of a four storey building with flexible	Application submitted and under assessment	Samuel Uff	John McRory

	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.			
590-598 Green Lanes, N8 HGY/2022/1389	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2016/1807) granted on 9 December 2016 for the demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units	Application submitted but advised it requires amending. Awaiting additional / amended information.	Samuel Uff	John McRory
Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4320	Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units.	Application submitted and under assessment.	Chris Smith	John McRory
Baptist Church, Braemar Avenue, N22 HGY/2022/4552	Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth	Application under consultation	Valerie Okeiyi	John McRory

	floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.			
Warehouse living proposal – Omega Works, Hermitage Road, Warehouse District, N4	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide a mix of commercial spaces, warehouse living and C3 residential.	Application currently invalid.	Phil Elliott	John McRory
Berol Quarter Berol Yard, Ashley Road, N17	<p><u>Berol House</u></p> <p>Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero.</p> <p><u>2 Berol Yard</u></p> <p>2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</p>	Application recently received yet to be validated.	Phil Elliott	John McRory
Highgate School, North Road, N6	<p>1. Dyne House & Island Site</p> <p>2. Richards Music Centre (RMC)</p> <p>3. Mallinson Sport Centre (MSC)</p>	Application recently received yet to be validated.	Tania Skelli	John McRory

	4. Science Block 5. Decant Facility 6. Farfield			
IN PRE-APPLICATION DISCUSSIONS				
Civic Centre, Wood Green, High Road, N22	Refurbishment and extension to Haringey Civic Centre, to provide approximately 11,500sqm of commercial/ civic floorspace.	PPA in place with ongoing meetings. Had 2 x QRP. DMF in late February	Samuel Uff	John McRory
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11	Samuel Uff	John McRory
505-511 Archway Road, N6	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Student accommodation, homes for rent and commercial uses	Initial pre-application held in November 2022.	Chris Smith	John McRory
Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17	Potential change to student accommodation	Initial pre-app meeting held	Phil Elliott	John McRory

<p>50 Tottenham Lane, Hornsey, N8</p> <p>Council Housing led project</p>	<p>Council House scheme</p>	<p>Initial pre-app meeting held</p>	<p>Gareth Prosser</p>	<p>Matthew Gunning</p>
<p>Sir Frederick Messer Estate, South Tottenham, N15</p> <p>Council Housing led project</p>	<p>Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.</p>	<p>Initial pre-app meetings and QRP held.</p> <p>Discussions ongoing.</p>	<p>Chris Smith</p>	<p>John McRory</p>
<p>Reynardson Court, High Road, N17</p> <p>Council Housing led project</p>	<p>Refurbishment and /or redevelopment of site for residential led scheme – 10 units.</p>	<p>Pre-application discussions taking place</p>	<p>TBC</p>	<p>John McRory</p>
<p>Arundel Court and Baldewyne Court, Lansdowne Road, N17</p> <p>Council Housing led project</p>	<p>Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.</p>	<p>Pre-application discussions taking place</p>	<p>Kwaku Bossman-Gyamera</p>	<p>Kevin Tohill</p>
<p>Gourley Triangle, Seven Sisters Road, N15</p>	<p>Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.</p>	<p>Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held.</p> <p>Discussions ongoing.</p>	<p>Chris Smith</p>	<p>John McRory</p>

25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Negotiating PPA – Submission likely in the Spring.	Phil Elliott	John McRory
Warehouse living proposals: Corner of Eade Road and Seven Sisters Road, N16	Warehouse living and commercial uses on corner of Seven Sisters and Eade Roads	PPA signed, preapp briefing to members, QRP2, & DM Forum in December.	Phil Elliott	John McRory
Warehouse living proposals: Overbury Road and Eade Road, Arena Design Centre, Haringey Warehouse District, N16	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites. Discussions continuing.	Chris Smith	John McRory
142-147 Station Road, N22	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	TBC	John McRory

<p>Osborne Grove Nursing Home/ Stroud Green Clinic</p> <p>14-16 Upper Tollington Park N4</p>	<p>Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.</p>	<p>Pre-app advice issued</p> <p>Discussions ongoing</p>	<p>Tania Skelli</p>	<p>John McRory</p>
<p>Pure Gym, Hillfield Park, N10</p>	<p>Demolition of existing building and redevelopment with gym and residential units on upper floors</p>	<p>Pre-app advice note issued.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>(Part Site Allocation SA49) Lynton Road, N8</p>	<p>Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.</p>	<p>Pre-app discussions ongoing.</p>	<p>TBC</p>	<p>John McRory</p>
<p>157-159 Hornsey Park Road, N8</p>	<p>The scheme is for the erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey house, to provide for 33 residential units and 154m2 commercial floorspace, together with associated landscaping with delivery of a new public pedestrian route, car and cycle parking, and refuse and recycling facilities.</p>	<p>Pre-application discussions ongoing.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>139 - 143 Crouch Hill, N8</p>	<p>Demolition of existing buildings and the erection of a five storey building over basement with a setback sixth floor to provide 31 flats and a sustainable hydroponic urban farm with small</p>	<p>2 previous preapps. Arranging new preapp for Feb 2023</p>	<p>Samuel Uff</p>	<p>John McRory</p>

	shop. Associated landscaping, refuse and cycle storage.			
Former Clarendon Gasworks, Mary Neuner Road, N8	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions taking place	Valerie Okeiyi	John McRory
Parma House Clarendon Road (Off Coburg Road), N22	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
Ashley House, 235-239 High Rd, N22	Demolition and rebuild as 20 storey tower for 90 units, with office space.	Pre-app meetings held and advice note issued.	Samuel Uff	John McRory
36-38 Turnpike Lane, N8	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres). (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory
356-358 St. Ann's Road & 40 Brampton Road, N15	Demolition of two buildings on corner of St. Ann's Rd and of coach house and end of terrace home on Brampton Rd and replacement with increased commercial and 9 self-contained homes.	Pre-application meeting held 30/07. No discussions since.	Phil Elliott	John McRory

Wood Green Corner Masterplan, N22	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory
13 Bedford Road, N22	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level.	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Major Application Appeals				
Goods Yard / Depot White Hart Lane N17	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road Part of High Road West Masterplan Area.	Application refused, appeal submitted and allowed		Robbie McNaugher & John McRory

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Wards	Application Type	Planning Application	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Lawful development: Proposed use	HGY/2022/4217	Permitted Development	19/01/2023	1 Alexandra Avenue, Wood Green, London, N22 7XE	Certificate of lawfulness for a proposed single storey rear extension and a loft conversion including a dormer extension to the rear roof slope. Demolition of existing conservatory, erection of single storey rear extension, installation of rear dormer window, addition of side door, replacement windows/rooflights and other external alterations. Increase size of outdoor terrace area with new stairs	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2022/3567	Approve with Conditions	12/01/2023	32, Lansdowne Road, London, N10 2AU		James Mead
Alexandra Park	Full planning permission	HGY/2022/2702	Approve with Conditions	09/01/2023	39, Clyde Road, London, N22 7AD	Replacement and enlargement of existing single storey rear extension. Formation of dormer roof extensions to the main roof slope and to the outrigger roof slope, with 3No. rooflights to the front slope & a Juliette balcony to the rear dormer, to create a Loft Conversion to an existing first floor flat	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2022/4113	Approve with Conditions	17/01/2023	31, Albert Road, Wood Green, London, N22 7AA	Proposed hip to gable loft extension, rear dormer with solar panels and front rooflights	Oskar Gregersen
Bounds Green	Lawful development: Proposed use	HGY/2022/4121	Permitted Development	10/01/2023	158 Woodfield Way, Wood Green, London, N11 2NU	Construction of side dormers at the main roof and a dormer at the back to create a bathroom for flat 6.	Zara Seelig
Bounds Green	Full planning permission	HGY/2022/4092	Approve with Conditions	04/01/2023	Flat 6, 112 Whittington Road, Wood Green, London, N22 8YH	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.4m and for which the height of the eaves would be 3m	Zara Seelig
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4295	Approve	13/01/2023	60 Woodfield Way, Wood Green, London, N11 2NS	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 4m	Oskar Gregersen
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4016	Not Required	18/01/2023	158, Woodfield Way, Wood Green, London, N11 2NU	Approval of details pursuant to Condition 88 (Business and Community Liaison Construction Group) attached to planning permission	Sabelle Adjagboni
Bruce Castle	Approval of details reserved by a condition	HGY/2022/4047	Approve	03/01/2023	High Road West, London	HGY/2021/3175	Philip Elliott
Bruce Grove	Listed building consent (Alt/Ext)	HGY/2021/3239	Approve with Conditions	09/01/2023	Flat A, Elm Court, 15-16, Bruce Grove, London, N17 6UU	Listed building consent for the overhaul of existing internal decorations, electrical and fire alarm items to communal parts	Kwaku Bossman-Gyamera
Crouch End	Full planning permission	HGY/2022/3198	Approve with Conditions	06/01/2023	6, Broughton Gardens, London, N6 5RS	Provision of an Outdoor Plant Room including 1 x Ground Source Heat Pump and 2 x Air Source Heat Pump and Photovoltaic Panels.	Matthew Gunning
Crouch End	Full planning permission	HGY/2022/2628	Approve with Conditions	11/01/2023	Flat 3 Seymour Court, 29, Avenue Road, London, N6 5DT	Replacement of timber framed windows with uPVC framed windows in matching design.	Mercy Oruwari
Crouch End	Full planning permission	HGY/2022/2167	Approve with Conditions	13/01/2023	Ground Floor Flat 1, 8, Crouch Hall Road, London, N8 8HU	Demolition of two existing garages and construction of a single storey side extension to convert an existing two bedroom dwelling into a four bedroom family dwelling.	Ben Coffie
Crouch End	Full planning permission	HGY/2022/2705	Approve with Conditions	19/01/2023	11-13, Park Road, London, N8 8LA	New shopfront including canopy and internal amalgamation of commercial units (No 11 and 13) to create large cafe/juice bar.	Mercy Oruwari
Crouch End	Consent to display an advertisement	HGY/2022/2706	Approve with Conditions	19/01/2023	11-13, Park Road, London, N8 8LA	Advertisement consent for 2x externally illuminated fascia signs.	Mercy Oruwari
Crouch End	Lawful development: Proposed use	HGY/2022/4519	Permitted Development	17/01/2023	25 Barrington Road, Hornsey, London, N8 8QT	Certificate of Lawfulness for proposed rear dormer and outrigger extensions	Laina Levassor
Crouch End	Householder planning permission	HGY/2022/4131	Approve with Conditions	03/01/2023	44 Shepherd's Hill, Hornsey, London, N6 5RR	Creation of roof terrace on existing flat roof, installation of green roof and alteration to front garden.	Laina Levassor
Crouch End	Full planning permission	HGY/2022/3905	Approve with Conditions	19/01/2023	First Floor Flat 3, 14 Coolhurst Road, Hornsey, London, N8 8EL	Replacement of 8no. single glazed timber windows with like for like new double glazed timber windows.	Kwaku Bossman-Gyamera
Crouch End	Householder planning permission	HGY/2022/3897	Approve with Conditions	19/01/2023	38, Wolseley Road, Hornsey, London, N8 8RP	Proposed alterations to an existing three storey dwelling at roof level, including the installation of a Velux Cabrio roof window to the side roof slope, rear dormer extension and recessed roof terrace.	James Mead
Crouch End	Lawful development: Proposed use	HGY/2022/3852	Refuse	11/01/2023	6, Colwick Close, Hornsey, London, N6 5NU	Certificate of Lawfulness (proposed) for the erection of rear dormer window	Michelle Meskell
Crouch End	Full planning permission	HGY/2022/4059	Approve with Conditions	03/01/2023	Flat 1, 2 Birchington Road, Hornsey, London, N8 8HR	Replacement of five windows and one door at rear	Mercy Oruwari
Crouch End	Householder planning permission	HGY/2022/4197	Approve with Conditions	17/01/2023	27 Gladwell Road, Hornsey, London, N8 9AA	Erection of single storey wraparound extension.	Michelle Meskell
Crouch End	Lawful development: Proposed use	HGY/2022/4153	Refuse	12/01/2023	3 Gladwell Road, Hornsey, London, N8 9AA	Certificate of lawfulness proposed erection of rear side extension.	Michelle Meskell
Crouch End	Consent under Tree Preservation Orders	HGY/2022/2809	Approve with Conditions	04/01/2023	5 Haslemere Road, Hornsey, London, N8 9QP	Works to trees protected by a TPO. G1 - x2 Neighbours Lime trees (rear garden of 9 Waverley Road) - Touching building - Reduce overhang back to boundary line to previous reduction points to allow for clearance of approx 2m. Do not reduce remaining tree T1 Beech. large tree in the front garden, we would like to lift lower crown to facilitate machinery for building work. we would also like to remove 2-3m all round from the crown, to pull back from the road and house then balance crown. all pruning is in l	Matthew Gunning
Crouch End	Consent under Tree Preservation Orders	HGY/2022/4018	No Objections	19/01/2023	Flat 9, Highgate Lodge, 9 Waverley Road, Hornsey, London, N8 9	Approval of details pursuant to Condition 3 (Materials) of Planning permission HGY/2021/2111.	Matthew Gunning
Fortis Green	Approval of details reserved by a condition	HGY/2022/4485	Approve	18/01/2023	111, Fortis Green, London, N2 9HR	Approval of details pursuant to Condition 5 (Construction Logistics Plan) of Planning permission HGY/2021/21111	Matthew Gunning
Fortis Green	Approval of details reserved by a condition	HGY/2022/1785	Approve	10/01/2023	111, Fortis Green, London, N2 9HR		Matthew Gunning

Harringay	Full planning permission	HGY/2022/4177	Approve with Conditions	13/01/2023	Shop, 429 Green Lanes, Hornsey, London, N4 1HA	Replacement of 1 fixed window on Cavendish Road and the fixed shop front on Green Lanes with timber sash windows to allow for natural ventilation.	Laina Levassor
Harringay	Full planning permission	HGY/2022/3219	Refuse	12/01/2023	638, Green Lanes, London, N8 OSD	First floor rear extension and conversion of office at ground floor to provide a 1 bedroom self-contained flat	Zara Seelgi
Harringay	Full planning permission	HGY/2022/2703	Approve with Conditions	13/01/2023	Ground Floor Flat, 32, Hewitt Road, London, N8 OBL	Erection of single storey rear extension (conservatory).	Mercy Oruwari
Harringay	Lawful development: Proposed use	HGY/2022/4203	Permitted Development	13/01/2023	57 Burgoyne Road, Hornsey, London, N4 1AB	Certificate of Lawfulness for proposed rear dormer extension	Laina Levassor
Hermitage & Gardens	Householder planning permission	HGY/2022/3570	Approve with Conditions	19/01/2023	9, Eade Road, London, N4 1DJ	Erection of conservatory to the rear of the property	Sarah Madondo
Hermitage & Gardens	Full planning permission	HGY/2022/3865		18/01/2023	41, Rutland Gardens, Tottenham, London, N4 1JN	Loft conversion comprising dormer extension to the main rear roof slope and rear outrigger and the creation of a roof terrace.	Ben Coffie
Hermitage & Gardens	Householder planning permission	HGY/2022/4093	Approve with Conditions	19/01/2023	202, Hermitage Road, Tottenham, London, N4 1NN	A rear dormer extension to the loft and alterations to the front porch.	Zara Seelgi
Hermitage & Gardens	Prior notification: Development by telecor	HGY/2022/4031	Refuse	06/01/2023	Highways Land, Linkway, Harringay, London, N4 1QF	Installation of communications mast, antennas and ground-based apparatus	Kwaku Bossman-Gyamera
Hermitage & Gardens	Prior approval Part 3 Class MA: Commerci	HGY/2022/4215	Refuse	16/01/2023	Shop, 523 Seven Sisters Road, Tottenham, London, N15 6EP	Application to determine if prior approval is required for the proposed change of use of the premises from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3). Application under the Part 3 Class MA of The Town and Country (Gene	Neil McClellan
Highgate	Lawful development: Proposed use	HGY/2022/4452	Approve	16/01/2023	15 Broadlands Road, Hornsey, London, N6 4AE	Certificate of lawfulness: Blocking up an existing window opening to East side elevation and creating a new window opening to East side elevation.	Matthew Gunning
Highgate	Consent to display an advertisement	HGY/2022/3984	Approve with Conditions	11/01/2023	The Bull Public House, 13 North Hill, Hornsey, London, N6 4AB	Installation of replacement signs including 1 x post mounted sign, 1 x house name sign painted onto front elevation, 1 x wall mounted menu case; 2 x lanterns, 2 x removeable hanging chalk boards, and 1 x directional sign painted on to wall.	Ben Coffie
Highgate	Householder planning permission	HGY/2022/3928	Approve with Conditions	13/01/2023	19, Claremont Road, Hornsey, London, N6 5DA	Proposed construction of a roof terrace above the existing rear outrigger.	Ben Coffie
Highgate	Full planning permission	HGY/2022/4178	Approve with Conditions	13/01/2023	4 Priory Court, 47 Shepherds Hill, Hornsey, London, N6 5QN	Installation of four rooflights Works to tree protected by a TPO: T1 - Hornbeam tree (10m) - reduce crown to previous pruning points, approximately 3m reduction. Reason for work - The tree is a large growing species for its location and should be maintained at approximately its current	Laina Levassor
Highgate	Consent under Tree Preservation Orders	HGY/2022/2463	Approve with Conditions	18/01/2023	9, Ridings Close, London, N6 5XE		Matthew Gunning
Highgate	Consent under Tree Preservation Orders	HGY/2022/2584	Approve with Conditions	18/01/2023	Aylmer Court, Aylmer Road, London, N2 0BU	Works to trees protected by a TPO. G8: Common Lime (18m): Shorten lateral branches back by 2m so they are in-line with the boundary fence as they overhang an access road. Works to trees protected by a TPO	Matthew Gunning
Highgate	Consent under Tree Preservation Orders	HGY/2022/2588	Approve with Conditions	18/01/2023	8, Stormont Road, London, N6 4NL	T1: Mature Sycamore: Approximately 17.00m: Top L/H corner of garden: Reduce height by approximately 2.00m-2.50m. Reduce extraneous overlong lateral and sub lateral branches back into main crown structure whilst maintainin	Matthew Gunning
Highgate	Listed building consent (Alt/Ext)	HGY/2022/2722	Approve with Conditions	09/01/2023	Chapel, Highgate School, North Road, London, N6 4AY	Listed building consent for works involving the localised rebuilding of the low-level brick wall, stone copings and repairs to the iron railings and gates, following damage caused by a vehicle impact.	Sarah Madondo
Highgate	Full planning permission	HGY/2022/1653	Approve with Conditions	20/01/2023	Flat 1, 4, Northwood Road, London, N6 5TN	Single storey rear extension to flat	Ben Coffie
Highgate	Listed building consent (Alt/Ext)	HGY/2022/1654	Approve with Conditions	12/01/2023	37, High Point 1, North Hill, London, N6 4BA	Listed building consent for the installation of bathroom and shower to replace existing bedroom and utility room. Refurbishment of kitchen.	James Mead
Highgate	Approval of details reserved by a conditio	HGY/2022/1996	Approve	18/01/2023	3-5, Church Road, London, N6 4QH	Approval of details of condition 5 (central dish/aerial system) of planning application HGY/2015/1667 (Central dish/aerial system attached to the back of the building at roof level).	Matthew Gunning
Highgate	Full planning permission	HGY/2022/2638	Approve with Conditions	13/01/2023	4, View Close, London, N6 4DD	Erection of single storey front porch extension (AMENDED PLANS).	Mercy Oruwari
Highgate	Householder planning permission	HGY/2022/4122	Approve with Conditions	09/01/2023	12 Bancroft Avenue, Hornsey, London, N2 0AS	Installation of dormer window to front roof slope Remodelling and extension of the existing single storey rear extension.	Laina Levassor
Highgate	Householder planning permission	HGY/2022/4000	Approve with Conditions	03/01/2023	39, Southwood Avenue, Hornsey, London, N6 5SA	Replacement of all the existing sash windows with new double-glazed timber sashes. Addition of 1no. rooflights to the existing main roof and 1no. new rooflight to the proposed new rea	Oskar Gregersen
Highgate	Full planning permission	HGY/2022/4107	Approve with Conditions	10/01/2023	Garden Flat, 32 Milton Avenue, Hornsey, London, N6 5QE	Retention of the single storey rear extension with alterations to the roof to accord with the planning permission ref. HGY/2018/2331 and tinting of the brickwork to match that of the rear elevation of the main building.	Ben Coffie
Highgate	Non-Material Amendment	HGY/2022/4456	Approve	16/01/2023	15 Broadlands Road, Hornsey, London, N6 4AE	Non-material amendment application following grant of planning permission HGY/2021/0048 to provide a new internal staircase from basement to ground floor.	Matthew Gunning
Hornsey	Full planning permission	HGY/2022/4172	Approve with Conditions	09/01/2023	112 Priory Road, Hornsey, London, N8 7HP	Renewal of the existing timber windows with updated modern uPVC equivalent with matching colour and new double glazing	Laina Levassor
Hornsey	Householder planning permission	HGY/2022/4063	Approve with Conditions	03/01/2023	13, Farrer Road, Hornsey, London, N8 8LD	Single storey rear extension	Michelle Meskell

Hornsey Hornsey	Approval of details reserved by a condition Full planning permission	HGY/2022/3543 HGY/2022/3544	Approve Approve with Conditions	04/01/2023 13/01/2023	4, Harvey Road, London, N8 9PA Flat 1, 4, Hillfield Avenue, London, N8 7DT	Approval of details pursuant to condition 3 (Cycle storage) pursuant to planning permission ref: HGY/2017/0002 granted on 16/02/2017 for the conversion of 1 x 3-bedroom dwellinghouse to 2 x 2 bed self-contained flats. Formation of an outbuilding within the rear garden. Loft conversion comprising of rear dormer roof extension and two rooflights on the side roof slope.	Tania Skelli Ben Coffie
Hornsey	Householder planning permission	HGY/2022/3900	Approve with Conditions	19/01/2023	56, Beechwood Road, Hornsey, London, N8 7NG	The construction of a new single storey brick rear extension to replace the existing glazed conservatory. The installation of a new dormer window the front roof to replace the existing roof window. Side infill extension to existing rear extension, replacement of existing faulty flat roof and internal alteration.	Ben Coffie
Muswell Hill	Full planning permission	HGY/2022/4024	Approve with Conditions	12/01/2023	52, Onslow Gardens, Hornsey, London, N10 3JX	Erection of single storey rear extension	Oskar Gregersen
Muswell Hill Muswell Hill	Full planning permission Householder planning permission	HGY/2022/4026 HGY/2022/4002	Refuse Approve with Conditions	10/01/2023 04/01/2023	Flat 1, 130 Muswell Hill Road, Hornsey, London, N10 3JD 83, Woodland Rise, Hornsey, London, N10 3UN	Approval of details pursuant to condition 5 (Method of Construction Statement) attached to planning permission HGY/2022/1100	Ben Coffie Laina Levassor
Muswell Hill	Approval of details reserved by a condition	HGY/2022/4199	Approve	17/01/2023	18 Wellfield Avenue, Hornsey, London, N10 2EA	Replacement of the office building's existing VRF air conditioning system including the replacement of all existing external units, the removal of existing kerb and landscaped area to accommodate a new concrete base housing 5 new VRV condenser units and t	Kwaku Bossman-Gyamera
Noel Park	Full planning permission	HGY/2022/4029	Approve with Conditions	13/01/2023	1, Granta House, Western Road, London, N22 6UH	Approval of details reserved by a condition 14 (Site Levels) of planning permission HGY/2017/2886 for the demolition of existing building and erection of a 6-9 storey mixed use building	Sarah Madondo
Noel Park	Approval of details reserved by a condition	HGY/2022/2612	Approve	13/01/2023	Land off Brook Road and, Mayes Road, London, N22	Approval of details reserved by a condition 20 (Air quality / dust) of planning permission HGY/2017/2886 for the demolition of existing building and erection of a 6-9 storey mixed use building	Samuel Uff
Noel Park	Approval of details reserved by a condition	HGY/2022/2614	Approve	13/01/2023	Land off Brook Road and, Mayes Road, London, N22		Samuel Uff
Noel Park	Approval of details reserved by a condition	HGY/2022/2616	Approve	13/01/2023	Land off Brook Road and, Mayes Road, London, N22	Partial approval of details (Phase 1 only) for condition 47 (Boreholes) of planning permission HGY/2017/2886 for the demolition of existing building and erection of a 6-9 storey mixed use building This planning application intends for the conversion of the existing vacant former residential unit at the upper floors into a 3bed-4p family unit at the first floor and two 1bed-2p flats at the second and third floor, involving the two storey rear extens	Samuel Uff
Noel Park Noel Park	Full planning permission Householder planning permission	HGY/2022/4142 HGY/2022/4192	Refuse Approve with Conditions	12/01/2023 17/01/2023	74 Turnpike Lane, Wood Green, London, N8 0PR 605 Lordship Lane, Wood Green, London, N22 5LE	Proposed Single Storey Rear Extension	Zara Seelig Laina Levassor
Noel Park	Change of use	HGY/2022/4183	Approve with Conditions	17/01/2023	59-61 High Road, Wood Green, London, N22 6BH	Conversion of the rear part of first floor level area into self-contained flat	Kwaku Bossman-Gyamera
Noel Park Northumberland Park Northumberland Park	Non-Material Amendment Full planning permission Householder planning permission	HGY/2022/2802 HGY/2022/2393 HGY/2022/4072	Approve Approve with Conditions Refuse	04/01/2023 20/01/2023 05/01/2023	21-23, High Road, Wood Green, London, Haringey, N22 6BH, London 41, Vicarage Road, London, N17 0BB 2, Ingleton Road, Tottenham, London, N18 2RU	Non-material amendment following a grant of planning permission reference HGY/2020/2825 to amend the drawings and details approved under Condition 2 (Approved Plans) to allow alterations to the approved front and rear elevations and the ground floor layout Erection of a rear dormer. FIRST FLOOR SIDE EXTENSION	Neil McClellan Mercy Oruwari Oskar Gregersen
Seven Sisters Seven Sisters	Full planning permission Full planning permission	HGY/2022/2017 HGY/2022/2425	Approve with Conditions Approve with Conditions	11/01/2023 11/01/2023	2, Riverside Road, London, N15 6DA 25, Seaford Road, London, N15 5DU	Basement excavation including the provision of a front & rear lightwell Proposed terrace to the first floor outrigger	Sarah Madondo Daniel Kwasi
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4214	Not Required	10/01/2023	55 Ermine Road, Tottenham, London, N15 6DD	Erection of single storey extension which extends beyond the rear wall of the original house by 4.7m, for which the maximum height would be 2.74m and for which the height of the eaves would be 2.74m	Sabelle Adjagboni
South Tottenham	Lawful development: Existing use	HGY/2022/4383	Refuse	20/01/2023	Flat A, 83 Broad Lane, Tottenham, London, N15 4DW	Certificate of Lawful Development for the continued use of the property as a C4 house in multiple occupation	Laina Levassor
South Tottenham	Full planning permission	HGY/2022/3881	Refuse	18/01/2023	157/159/161, Wargrave Ave, London, N15 6TX	Erection of a part single, part two-storey rear extension to 157,159 and 161 Wargrave Ave	Sarah Madondo
South Tottenham South Tottenham	Full planning permission Householder planning permission	HGY/2022/4200 HGY/2022/4189	Approve with Conditions Approve with Conditions	18/01/2023 17/01/2023	37-39 Norfolk Avenue, Tottenham, London, N15 6JX 39 Norfolk Avenue, Tottenham, London, N15 6JX	Joint application for first-floor extensions to Nos. 37 and 39 Norfolk Avenue. Type 3 Extension with front and rear roof lights Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen Zara Seelig
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4269	Not Required	11/01/2023	13 Riverside Road, Tottenham, London, N15 6DA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4283	Not Required	12/01/2023	2 Wellington Avenue, Tottenham, London, N15 6AS	Approval of details reserved by a condition 7 (Hard and Soft landscaping) attached to planning reference HGY/2020/0336	Oskar Gregersen
South Tottenham	Approval of details reserved by a condition	HGY/2022/4206	Approve	18/01/2023	9, Craven Park Road, London, N15 6AA	Proposed rooftop upgrade to the existing telecommunications installation, including the removal of three existing antennas and replacement with 6 new antennas, the removal of nine existing RRU's (remote radio units) and replacement with fifteen new RRU's	Sarah Madondo
South Tottenham; Stroud Green	Full planning permission	HGY/2022/4220	Approve with Conditions	19/01/2023	Video Court, Mount View Road, London N4 4SJ		Kwaku Bossman-Gyamera

St Ann's St Ann's	Full planning permission Full planning permission	HGY/2022/4288 HGY/2022/2752	Refuse Approve with Conditions	20/01/2023 19/01/2023	18 Woodlands Park Road, Tottenham, London, N15 3RT 449A, West Green Road, London, N15 3PL	Construction of rear dormer extension to facilitate loft conversion and enlargement of existing 7 bedroom HMO (sui generis) to 9 bedrooms Erection of a rear dormer with roof-lights on the front slope Works to tree protected by a TPO: Rear Garden - T1 - L Oak: crown reduce height by 2m approx. (regrowth), reduce laterals by 2-3m approx. (regrowth), crown thin 20%, remove major deadwood Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Laina Levassor Gareth Prosser
Stroud Green Stroud Green	Consent under Tree Preservation Orders Full planning permission	HGY/2022/2644 HGY/2022/3527	Approve with Conditions Approve with Conditions	18/01/2023 06/01/2023	7, Uplands Road, London, N8 9NN Flat A, 32, Marquis Road, London, N4 3AP	Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Matthew Gunning Ben Coffie
Stroud Green	Lawful development: Proposed use	HGY/2022/3421	Permitted Development	05/01/2023	Flat 4, Old Church Court, Victoria Road, London, N4 3SN	Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Michelle Meskell
Stroud Green Stroud Green	Consent under Tree Preservation Orders Lawful development: Proposed use	HGY/2022/2574 HGY/2022/4440	Approve with Conditions Permitted Development	18/01/2023 13/01/2023	20, Denton Road, London, N8 9NS 29 Inderwick Road, Hornsey, London, N8 9LB	Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Matthew Gunning Samuel Uff
Stroud Green Tottenham Central	Non-Material Amendment Full planning permission	HGY/2022/4263 HGY/2022/2717	Approve Approve with Conditions	05/01/2023 20/01/2023	69 Inderwick Road, Hornsey, London, N8 9LA 19, Handsworth Road, Tottenham, London, Haringey, N17 6DB, 1	Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Oskar Gregersen Emily Whittredge
Tottenham Central Tottenham Hale Tottenham Hale	Lawful development: Existing use Full planning permission Full planning permission	HGY/2022/3466 HGY/2022/0820 HGY/2022/4150	Approve Refuse Approve with Conditions	11/01/2023 18/01/2023 12/01/2023	23, Handsworth Road, London, N17 6DB 40, Poynton Road, London, N17 9SP Grove Business Centre, 560-568 High Road, Tottenham, London,	Proposed single-storey rear extension to ground floor flat. Certificate of lawfulness: proposed for the change of windows in a conservation area. Works to tree protected by a TPO: (T1 & T2) Horse Chestnut & Ash - proposing to remove these two small self seeded saplings (approximately 120mm diameter), as they have seeded in a raised flowerbed and are going to start causing structural issues to the w Lawful development certificate for rear roof extension Non-material amendment to approved application HGY/2022/1588: Reduction in overall depth of extension and alteration to flat roof from mono-pitched roof to side infill section Certificate of lawfulness: existing use of the house into two self contained flats for over 10 years. Rear first Floor Extension Alterations to the shop front (Retrospective)	Michelle Meskell Sarah Madondo Kwaku Bossman-Gyamera
Unknown	Full planning permission	HGY/2021/3577	Approve with Conditions	12/01/2023	Flat A, 58, Middle Lane, London, N8 8PD	Demolition and erection of side tunnel-back extension, rear extension and Internal Remodelling/Alterations and excavation of basement floor Erection of 13 pairs of 6m high 89mm diameter poles on opposite side of the roadway linked at high level with nylon fibre to provide part of an Eruv at the following locations: 1: Olinda Road near its junction with Stamford Hill; 2: Ravensdale Road near i	Sarah Madondo
Unknown	Adjoining Authority Consultation	HGY/2022/4355	No Objections	06/01/2023	13 Locations in the Stamford Hill Area	Demolition and erection of side tunnel-back extension, rear extension and Internal Remodelling/Alterations and excavation of basement floor Erection of 13 pairs of 6m high 89mm diameter poles on opposite side of the roadway linked at high level with nylon fibre to provide part of an Eruv at the following locations: 1: Olinda Road near its junction with Stamford Hill; 2: Ravensdale Road near i	Tania Skelli
West Green West Green	Lawful development: Existing use Full planning permission	HGY/2022/4171 HGY/2022/2599	Approve Approve with Conditions	17/01/2023 13/01/2023	21 Clonmell Road, Tottenham, London, N17 6JY 9, Mannoek Road, London, N22 6AT	Demolition and erection of side tunnel-back extension, rear extension and Internal Remodelling/Alterations and excavation of basement floor Erection of 13 pairs of 6m high 89mm diameter poles on opposite side of the roadway linked at high level with nylon fibre to provide part of an Eruv at the following locations: 1: Olinda Road near its junction with Stamford Hill; 2: Ravensdale Road near i	Zara Seelig Laina Levassor
West Green	Full planning permission	HGY/2022/2434	Refuse	19/01/2023	Langham Close, Langham Road, London, N15 3LD	Demolition and erection of side tunnel-back extension, rear extension and Internal Remodelling/Alterations and excavation of basement floor Erection of 13 pairs of 6m high 89mm diameter poles on opposite side of the roadway linked at high level with nylon fibre to provide part of an Eruv at the following locations: 1: Olinda Road near its junction with Stamford Hill; 2: Ravensdale Road near i	Kwaku Bossman-Gyamera
West Green West Green West Green (Historical)	Full planning permission Lawful development: Proposed use Full planning permission	HGY/2022/3422 HGY/2022/4110 HGY/2022/4030	Approve with Conditions Permitted Development Refuse	19/01/2023 09/01/2023 06/01/2023	2, Clonmell Road, London, N17 6JX 92, Downhills Way, Tottenham, London, N17 6BD 187, Westbury Avenue, Wood Green, London, N22 6RX	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Sabelle Adjagboni Sarah Madondo Sarah Madondo
White Hart Lane	Lawful development: Proposed use	HGY/2022/3545	Permitted Development	13/01/2023	246, The Roundway, London, N17 7DA	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Mercy Oruwari
White Hart Lane	Lawful development: Existing use	HGY/2022/4555	Refuse	20/01/2023	36 Devonshire Hill Lane, Tottenham, London, N17 7NG	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Laina Levassor
White Hart Lane	Householder planning permission	HGY/2022/4193	Approve with Conditions	17/01/2023	21 Great Cambridge Road, Tottenham, London, N17 7LH	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Oskar Gregersen
White Hart Lane	Approval of details reserved by a condition	HGY/2022/4128	Approve	17/01/2023	163 The Roundway, Tottenham, London, N17 7HE	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Kwaku Bossman-Gyamera
White Hart Lane	Non-Material Amendment	HGY/2022/3873	Approve	19/01/2023	555, White Hart Lane, Tottenham, London, N17 7RP	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Valerie Okeiyi
Woodside	Lawful development: Proposed use	HGY/2022/4174	Permitted Development	13/01/2023	73 Lyndhurst Road, Wood Green, London, N22 5AX	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Oskar Gregersen
Woodside	Lawful development: Existing use	HGY/2022/4050	Approve	20/01/2023	211, Lyndhurst Road, Wood Green, London, N22 5AY	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Mercy Oruwari
Woodside	Prior approval Part 1 Class A.1(ea): Larger	HGY/2022/4375	Not Required	19/01/2023	109 Sylvan Avenue, Wood Green, London, N22 5JB	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Laina Levassor
Woodside	Non-Material Amendment	HGY/2022/4339	Approve	03/01/2023	43 Leith Road, Wood Green, London, N22 5QA	Proposed side single storey extension and rear single storey extension with new aperture to existing side elevation at ground floor. Proposed hip to gable loft conversion with rear dormer extension. Use of property as a 6 person HMO (Retrospective). Certificate of lawfulness for the proposed formation of a rear dormer, a hip to gable extension including the removal of the chimney, insertion of 2x front rooflights and a Juliette balcony. Certificate of Lawfulness for the existing use of the rear outbuilding as a separate self-contained residential dwelling (C3 Use Class). Change of windows and removal of door at Front Elevation and replacing of window to a door at Side Elevation Approval of details pursuant to condition 11 (Drainage Strategy Report) attached to planning permission HGY/2022/0238. Non-material amendment following a grant of planning permission HGY/2020/0635 to substitute a planted area for reinforced turf grass to allow emergency vehicle access alongside the Unit 8 service area. Formation of rear dormer roof extension, and installation for No 3 roof lights on front slope, under Permitted Development Rights. Certificate of lawfulness for the existing conversion into 2 self-contained flats. Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m Non-material amendment to combine the enlarged roof shown in approved application Ref: HGY/2021/3543 without the rear dormer structure, and the larger version of the ground floor extension approved from application Ref: HGY/2022/2408.	Kwaku Bossman-Gyamera