

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Tuesday, 29th November, 2022, 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 9 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. 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.

7. HGY/2022/2250 - LAND REAR OF 2-14 KERSWELL CLOSE, N15 5RP (PAGES 1 - 100)

Proposal: Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.

Recommendation: GRANT

8. HGY/2022/1833 - ST ANN'S GENERAL HOSPITAL, ST ANN'S ROAD, LONDON, N15 3TH (PAGES 101 - 448)

Proposal: Hybrid Planning Application for:

Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces;

The demolition of existing buildings and structures in Phases 1B, 2 and 3 (in accordance with the demolition plan);

Outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.

Recommendation: GRANT

9. NEW ITEMS OF URGENT BUSINESS

10. DATE OF NEXT MEETING

To note the date of the next meeting as 5 December 2022.

Fiona Rae, Acting Committees Manager
Tel – 020 8489 3541
Email: fiona.rae@haringey.gov.uk

Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Monday, 21 November 2022

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2250

Ward: St Ann's / Seven Sisters

Address: Land Rear Of, 2-14, Kerswell Close, London, N15 5RP

Proposal: Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Gareth Prosser

Date received: 31/08/2022

1.1 The application has been referred to the Planning Sub-Committee for decision as it is a major application that is on Council land.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward living accommodation (Use Class C3) comprising 25 homes, an Adult Care Hub and communal garden. These homes will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposal provides a comprehensive hard and soft landscaping scheme. Twenty new trees will be planted across the site and neighbouring estate land.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.

- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, noise, light or air pollution.
- The proposed development is car free (except for 2 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include air source heat pumps and photo-voltaic panels at roof level.
- The proposal would preserve the character of the nearby conservation area.
- The proposed development will secure several planning obligations including the provision of affordable housing, local employment opportunities and sustainable travel initiatives and off-site tree planting.

2. RECOMMENDATION

- 2.1 That the Committee resolve 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 conditions and informatives subject to the signing of a legal agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards 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.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 31st December 2022 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.
- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.

- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.9 A summary of the planning obligations for the development is provided below:
1. Carbon offset contribution
 - Carbon offset contribution if the zero-carbon policy requirement is not met, at £2,850 per tCO₂, plus 10% management fee.
 - 'Be Seen' commitment to upload energy performance data.
 2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
 3. Car Club Bay and Membership Subsidies
 4. Local Employment
 5. Employment and Skills Plan
 6. Skills Contribution
 7. Monitoring Costs
 8. Travel Plan
 9. Travel Plan Monitoring Contribution
 9. Off-site highways and Landscaping working
 10. Affordable Homes for Rent
 11. improving signage for cyclists
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Presumption in Favour of Sustainable Development

- 2.10 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably

outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

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- Appendix 2 Consultation Responses from internal and external agencies
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- Appendix 4 Development Management Forum
- Appendix 5 Planning Committee Pre-Application Briefing
- Appendix 6 Quality Review Panel

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application for:

- Redevelopment of the car park, commercial unit and open space
- Construction of part two, four and five-storey buildings
- Provision of 25 new council-rent homes (Use Class C3)
- An Adult Care Hub (Use Class E [G] [I]),
- Provision of amenity space, play space including new landscaping,
- Provision of refuse/recycling stores
- Provision of wheelchair parking spaces,
- Enhancement of existing amenity space within the Kerswell Close Estate.

3.1.2. The proposed 25 affordable homes for rent and associated infrastructure will be contained within two, four and five-storey buildings connected via an entrance link at ground-floor. The wheelchair user homes are located on the ground floor level and will have their own private amenity space, and dedicated parking.

3.1.3. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground-floor level accessed from the core and courtyard respectively.

3.1.4. The proposed homes incorporate storage and include terraces or balconies. A landscaped courtyard at the rear of the site will provide a communal amenity space for existing and proposed residents. The courtyard will be secured with new boundary railings and gates for access by new and adjoining residents only and new lighting and CCTV will also be provided.

3.1.5. As part of developing the new homes, improvements are proposed to the existing amenity spaces on the adjoining Kerswell Estate including substantial new tree planting to mitigate existing trees to be removed and further enhance local environmental quality, amenity and biodiversity.

3.1.6. The two new residential blocks will have a contemporary appearance using traditional materials including brickwork with contrasting detailing for windows and balconies. The simple articulation of the elevations seeks to complement the proportions of the buildings and provide a distinctive and robust architectural language.

3.1.7. The proposed building incorporates features such as energy efficient heating including Air Source Heat Pumps for each dwelling and photovoltaic panels at roof level and high levels of insulation. The wheelchair accessible spaces will also be provided with electric charging points.

3.1.8. New planting including trees, surfacing, playspace, lighting and CCTV are part of the landscaping scheme.

Site and Surroundings

- 3.1.9. The development site is located at Kerswell Close in both the St. Ann's and the Seven Sister Wards. The site comprises a car park, a small commercial unit and open space at the junction of Kerswell Close and St. Ann's Road. The car park, which covers the majority of the site accommodates 21 spaces serving the adjoining Kerswell Estate managed by the Council.
- 3.1.10. The single-storey commercial building sits to the front of the car park on the corner of St. Ann's Road and Seven Sisters Road. The remainder of the site consists of mounded grassland including mature trees and footpaths which effectively form a green buffer to these two main roads.
- 3.1.11. The wider area is predominantly residential accommodating a range of property types and styles. Despite its predominantly residential location, several services and amenities can be accessed by sustainable transport modes including walking, cycling and public transport.
- 3.1.12. The Public Transport Accessibility Level (PTAL) of the site is 4 which is regarded as a good level of accessibility by Transport for London. It is within walking distance from a number of bus services and Seven Sisters Underground and Overground Stations are located approximately 600m (6-8 minute walk) to the north-east of the site on Seven Sisters Road. In addition, South Tottenham Railway Station is located on High Road approximately 950m (9-12 minute walk) to the east of the site.
- 3.1.13. Whilst the site does not sit within a conservation area, it is visible from the adjacent St Ann's Conservation Area, which sits to the northwest of the application site

3.2 Relevant Planning and Enforcement history

- 3.2.1 A planning application on the site (Planning ref: HGY/2018/3553) was submitted in November 2018 by Pocket Homes. The application proposed replacement of existing car park with a part-3, part-6 storey building comprising 44 one-bedroom affordable residential units together with amenity space, secure cycle and refuse store, site landscaping and public realm works including new publicly accessible pedestrian routes and tree planting.
- 3.2.2 The application was refused on 26 February 2019 for the following reasons:
1. The proposed development would result in a net loss of open space, to the detriment of the quality of the area and well-being of the local community. It has not been demonstrated that the need and benefits of the development clearly outweigh this loss. As such, the application is contrary to Policy 2.18 of the London Plan 2016, Policy SP13 of the Local Plan 2017, Policy DM20 of the Development Management DPD 2017 and Paragraph 97 of the National Planning Policy Framework 2019. The application is also contrary to the objectives of the Mayor of London's Green Infrastructure and Open Environments: The All London Green Grid Supplementary Planning Guidance 2012.

2. The proposed affordable housing tenure and mix would fail to meet Haringey's affordable housing need as identified in the Council's Housing Strategy 2017-2022, as amended and would not contribute to a creating a mixed and balanced community. As such, the application is contrary to Policies 3.11 and 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017 and Policies DM11 and DM13 of the Development Management DPD 2017.
 3. The Energy Statement submitted with the application fails to demonstrate that overheating would be appropriately mitigated in current and future weather patterns without excessively increasing carbon emissions, or maintaining adequate residential quality for future occupants. As such, the application is contrary to Policy 5.9 of the London Plan 2016 and Policy DM21 of the Development Management DPD 2017. 4. In the absence of an agreement under s106 of the Town and Country Planning Act 1990 (as amended) in relation to: (1) local labour and training initiatives; (2) car-free development; and (3) a financial contribution towards carbon offsetting, the application (1) fails to adequately support local employment and address local unemployment by facilitating employment and training opportunities the proposed development; (2) would have an unacceptable impact on the public highway and fail to provide sustainable modes of travel; and (3) would fail to deliver an acceptable level of carbon reduction. In the absence of such an agreement the application is contrary to Policies 5.2, 5.3, 6.3, 6.11, 6.13 of the London Plan 2016, Policies SP4, SP7, SP8 and SP9 of the Local Plan 2017 and Policies DM21, DM31, DM32 of the Development Management DPD 2017.
- 3.2.3 An appeal was subsequently dismissed on 23 October 2019 on the grounds "that the adverse impact of the development in terms of its failure to meet the affordable housing need in Tottenham and Haringey with specific regard to tenure and mix significantly and demonstrably outweighs the benefits of the development".
 - 3.2.4 With regard to reason 1 of the refusal it was found that the net loss of open space would be in direct conflict with DMDPD Policy DM20 and the Framework but that this quantitative breach is outweighed when taking into account the significant qualitative improvements to the open space. This reason was therefore not upheld.
 - 3.2.5 On 9 June another Council-led scheme forming part of the new homes delivery programme was approved on land adjoining Remington Road and Pulford Road, just to the south-west of Kerswell Close within the Tiverton Road Estate. The proposed development which is currently being built out on-site involves the demolition of garages to provide 46 new homes for affordable rent comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. The scheme also reconfigures Remington Road as one-way street, provides 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities (planning ref: HGY/2021/2882).

3.3.3 The Council is also currently exploring the development of land opposite on the Sir Frederick Messer Estate for new Council housing and a recent consultation exercise was undertaken with residents on the estate seeking views.

4 CONSULTATION RESPONSE

4.2 Quality Review Panel

4.3 The scheme has been presented to Haringey's Quality Review Panel on three occasions. The Panel's written responses are attached in Appendix 4.

4.4 Development Management Forum

4.5 A Development Management Forum was held on 29th June 2022. Discussions focussed on the development's design and heritage approach. Details of the comments made are available in Appendix 5.

4.6 Planning Committee Pre-Application Briefing

4.7 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 6th June 2022. The minutes are attached in Appendix 6.

The following responses were received:

Internal:

- 1) Carbon Management: No objection, subject to conditions.
- 2) Pollution: No objection, subject to conditions.
- 3) Trees: No objection, subject to conditions.
- 4) Transportation: No objections, subject to conditions.
- 5) LBH Design: Support.
- 6) LBH Waste: No objection
- 7) LBH Building Control: Details satisfactory to subject to formal approval.
- 8) LBH Drainage: No objections.

External:

- 9) Thames Water: No objection, subject to conditions.
- 10) London Fire Brigade: No comments received.
- 11) Secure by Design / Met Police: No objections, subject to condition.

12) Crossrail 2: No objection.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 459 Neighbouring properties
- 3 site notices were erected close to 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: 6

Objecting: 1

Comments: 5

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

- Proposed structures should not exceed 3 storeys
- Additional parking required
- No need for more play space (already new play space on estate)
- Existing play area (at Kerswell Close) should be converted into a car park to compensate for loss of parking
- Loss of sunlight to neighbouring properties
- Trees not replaced with ones of comparable size
- Capacity of local medical services
- Supermarket (with controlled pricing) could be located on the ground floor
- Mix of housing insufficient

5.4 The following issues raised are not material planning considerations:

- Funds should be spent on existing housing and entry door system should be implemented across the whole estate (Officer Comment: This is not a matter that can be considered as part of the assessment of this planning application.)
- Families should be located outside London (Officer Comment: This is not a matter that can be considered as part of the assessment of this planning application.)
- Impact of construction (Officer Comment: This is largely a temporary impact controlled through conditions and other regulatory regimes.)
- No timeline of construction provided (Officer Comment: Applicants are required by condition to start the proposal within 3 years of any permission. Community engagement is then required as part of the required Construction Management Plan).

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of the development
1. Design and impact on the character and appearance of the surrounding area
2. Character and appearance of the conservation area
3. The impact on the amenity of adjoining occupiers
4. Landscape and Biodiversity
5. Housing Mix, Tenure and Quality of Accommodation
6. Parking and highway safety/ waste recycling and servicing
7. Sustainability, Energy and Climate Change
8. Crime Prevention
9. Flood risk & Drainage
10. Water Efficiency
11. Air quality
12. Land contamination
13. Trees

6.2 Principle of the development

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 to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

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

Regional Policy – the London Plan

6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.

6.2.4 Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport accessibility levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.

- 6.2.5 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.2.7 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.
- 6.2.8 Policy G1, part A in the London Plan, states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced. Green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Part D of the policy goes on to say that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Local Policy

- 6.2.9 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.10 Local Plan policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.2.11 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).
- 6.2.12 The Development Management DPD (2017) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.
- 6.2.13 Policy DM20: Open Space and Green Grid states that development that protects and enhances Haringey's open spaces will be supported. The policy continues, stating that

the reconfiguration of open space will be supported where it is part of a comprehensive, deliverable scheme, there would be no net loss of open space, It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would be secure a viable future for the open space; and it would not be detrimental to any environmental function performed by the existing open space.

- 6.2.14 Policy DM40 seeks to protect Haringey's existing stock of employment land and floorspace. However, in line with the National Planning Policy Framework, it is recognised that there is a need for the plan ensure sufficient flexibility and respond to changes in market conditions. The supporting text accompanying the policy explains that on sites where it has been demonstrated that they are no longer suitable for continued employment or commercial use, it is appropriate that these be released for other forms of sustainable development, including community uses where these could help meet locally identified needs.
- 6.2.15 Policy DM49, Managing the provision and quality of community infrastructure highlights that proposals for new and extended social and community facilities and the sharing of facilities will be supported by the Council provided they are accessible by sustainable means of transport; are located within the community that they are intended to serve; provide flexible, multifunctional and adaptable space; safeguard highway safety and residential amenity.
- 6.2.16 In summary, the Mayor of London and the Borough are keen to bring forward development which delivers high-quality affordable housing, optimise the use of previously developed land and maximises the benefits to the local community including the provision of good quality open space.

Provision of Homes

- 6.2.17 This proposal provides 100% of the proposed housing as accommodation for council-rent which would satisfy the above planning policy requirements and provide much needed affordable housing. The proposal represents a net-gain of 25 homes of a high quality of accommodation.
- 6.2.18 The surrounding area includes a range of tenures, including private-rent, owner-occupation and social rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to delivery of the Borough wide affordable housing target.
- 6.2.19 The existing site is located in an established and accessible residential area, and comprises an estate car park, a small commercial unit and informal open space. It forms one of a number of development opportunities the Council has identified as part of its Housing Delivery Programme which seeks to use public owned land more effectively to build new council homes to meet local need.
- 6.2.20 The site is not well used, nor overlooked, access points aren't secure, the commercial building is in poor condition and has no active frontage and the adjoining roads are heavily trafficked. Consequently, the site feels isolated, unwelcoming and has attracted significant levels of anti-social behaviour..

- 6.2.21 The redevelopment of this site for a greater number of homes will contribute to the Borough's housing target for the period from 2015-2026 in accordance with Strategic Policy 2. This also aligns with the thrust of the London Plan which identifies a pressing need for more homes including affordable homes. The provision of affordable housing for rent would overcome the previous reason for refusal.
- 6.2.22 The application proposes the reconfiguration of poorly defined, unattractive and largely unusable green space. The existing public open space measures 1419m² (excluding the existing car park). The proposal when combining the proposed public open space (630m²) with the proposed shared private open space (789m² - residential courtyard) would match the existing open space proposed for redevelopment. As such, there is no net loss of open space. Given the very poor existing greenery, officers consider the replacement with well-designed green spaces, both public and private to be acceptable, providing a high quality, usable environment, where there currently is none. As such, proposal is considered in accordance with DMDPD policy DM20.

Loss of employment / Replacement with Adult Care Hub

- 6.2.23 The proposal will entail the removal of a small and dated commercial building on-site in use as a wholesale distributors. The building occupies approximately 100sqm, is in poor condition with limited active frontage on a prominent part of the site. The use operates only two days each week and employs two people only. The site is not in a town centre where retail uses are supported by local plan policy. Following discussions, the tenant will be leaving with financial assistance from the Council in accordance with the obligations under the lease.
- 6.2.24 In comparison to the previous application, incorporating the building into the proposals allows the site to be redeveloped comprehensively, the level of affordable housing to be optimised and an effective urban design solution to be delivered on this prominent corner location. The current issues associated with the site in relation to its appearance, environmental quality, security and safety can also be fully addressed.
- 6.2.25 The proposed Adult Care Hub would be 90 sqm so would result in a limited loss of employment floorspace, which must be weighed against the benefits highlighted above. The office hub for use by the Council's Adult Social Services will enable the Council to deliver local care and support services more effectively and residents to access assistance more readily. It is anticipated that 4 or 5 people will work in this new space, double that of the existing.
- 6.2.26 It should also be noted that the Tottenham Area Action Plan identifies a number of major employment-led redevelopment opportunities in the local area which seek to deliver significant new commercial uses and job creation. As such, given the minor nature of the existing employment use on the site and net gain in affordable housing for rent, the provision of community facilities and the substantial employment opportunities on nearby sites, the loss of employment is considered, in this instance, justified. The proposed Adult Care Hub would also increase activity on the site due to the increase in employment.
- 6.2.27 The site has a good level of accessibility to public transport, shops, services and community facilities as required by Policy DM15. Given the modest on-site Adult Care

Hub, the impact of the proposed development would not be detrimental to the amenity of the local area or to local services.

6.2.28 The proposed development has been designed to optimise the delivery of high-quality affordable homes and spaces and to enhance the local environment having regard to neighbouring residential amenity and the character and appearance of the surrounding area.

6.2.29 As such, the principle of new living accommodation at affordable rent levels is considered acceptable subject to all other material considerations. The land at the rear of Kerswell Close is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need.

6.3 Design and Impact on The Character and Appearance of The Surrounding Area

National Policy

6.3.1 Chapter 12 of 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.

6.3.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

6.3.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here).

6.3.4 Policy D6 concerns housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

6.3.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

6.3.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires

all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Assessment

- 6.3.7 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for affordable housing having regard to its location close to Seven Sisters Underground and Overground railway and walking distance to Tottenham High Road. In particular, the scale and form of the buildings reflect the shape of the site and the nature of the local built environment, in particular, the site's position at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively

Use, Form & Development Pattern

- 6.3.8 The Council's design officer has been consulted and notes that the proposed built form positively addresses the corner of St Ann's and Seven Sisters Road, replacing the utilitarian and under-scaled wholesale food unit of blank frontage, creating a new pavement edge, before stepping back where it becomes the Seven Sisters Road frontage, and then turning through 45° to align with the flank of the existing terraced housing on the north-east side of the site.'
- 6.3.9 The Design Officer notes that the proposal does not follow the established building line along Seven Sisters Road which would normally be the best practice urban design response. However, the officer acknowledges that this proposed layout allows for both the retention of all of the mature trees along this part of Seven Sisters Road whilst aligning the proposed block with the existing properties at Kerswell Close. Officers agree, that whilst the proposal does not follow the established building line, the retention of the existing mature trees is highly desirable and as such this design position is supported.
- 6.3.10 The Design officer also recognises that the distinctive chamfered corners to both proposed blocks allow elements of them to.... align with Seven Sisters Road itself and the line of the railway bridge, forming further alignments to benefit the harmonious way the proposal would sit amongst its surroundings. As such, a subtle connection is formed between the lines of the existing surroundings and the proposed structure.

Open Spaces

- 6.3.11 The proposed building footprint leaves three distinct landscaped spaces. Firstly, a triangular area on the Seven Sisters Road side containing the continuation of the avenue of trees. Secondly, a large, formal landscaped court between the proposal and the backs of the houses to the east and north-east, and the back gardens of the existing neighbouring houses to the north-west. Then, thirdly, a wild, wooded, fenced, public garden on the remaining St Ann's Road frontage, between the side wall of the existing shop, the back of the private communal garden and the side of the end terraced existing neighbouring house.
- 6.3.12 The Design Officer notes that the three proposed landscaped spaces have clear, distinct, contrasting, realistic and useful programmes, as a visual amenity/buffer, as

amenity space for proposed and existing neighbouring residents of the development and as a pocket nature reserve. These interlinked spaces are considered to provide much more structured and usable open spaces compared to the existing. The existing green spaces which surround a central car park do not offer attractive or usable space for either neighbouring residents or the wider community.

- 6.3.13 The proposed development significantly improves the surroundings of the existing housing backing onto the site, which currently have back garden gates onto the car park area. The character will change from a significant amount of surface parking, and ill-defined landscaping, to a more private character, greater privacy with significant buffering from traffic noise generated by the significant surrounding highways at St Ann's Road and Seven Sisters Road. This will give a much clearer distinction between front and back and much greater real and sense of security.

Permeability

- 6.3.14 The applicant proposes that the site be gated and as such, in real terms the permeability of the site is reduced. However, the Design Officer advises that whilst up to a point greater permeability in urban areas is better than less, especially in town centres, this location, like many mid-20th-century estates, has too much, so there is currently no clear distinction between front and back, public and private, movement and static activity. This proposal, by reducing the number of formal and informal paths across the site, restricting pedestrian routes to public streets with front doors facing onto them and buildings or defined amenity spaces bounding them, will give the immediately surrounding area a more appropriately scaled and better-defined urban form. Officers agree that the current site, whilst open and permeable, is unstructured with ill-defined routes and wayfinding. Given that the development is essentially one modest urban block, the lack of public walkways through the site is not considered significant. Officers conclude that by gating the proposal, pedestrian routes become more defined whilst remaining short and direct, removing the desire to use informal pathways across the poor grassy verges and car parking. As such, this approach is considered acceptable.

Height, Bulk & Massing

- 6.3.15 At five storeys at the corner of Seven Sisters and St Ann's Roads, dropping to four, the proposal is not a tall building. The Council's Local Plan Strategic Policies define tall buildings as 10 storeys or over and the London Plan six. It is however 3-4 storeys above the prevailing height of much of its surrounding context, which is mostly in the 2 or 3 storey range and therefore must be assessed as a 'taller building' as set out in the Local Plan.
- 6.3.16 There are other tall and taller buildings nearby though, particularly the two high rise 1960s blocks, Twyford House and Perry Court, immediately south of the railway on the opposite side of the Seven Sisters/St Ann's Road crossroads. Further taller buildings in the vicinity include Edgecot Grove, a large '60s/'70s development occupying a whole city block just a block to the north. Therefore, there is precedent in the neighbourhood for taller buildings than the immediate neighbours on Kerswell Close.
- 6.3.17 The modest height proposed in this development must be sensitive to the neighbouring Conservation Area, where a building taller than proposed would be prominent in long

views down St Ann's Road, currently closed by the mature trees on the site. The taller, five-storey element is placed on the most appropriate location for a taller building, the crossroads, the main junction, and a significant node in the local street network. Where the proposal gets closer to the existing neighbouring two and three storey housing, the proposal drops down to four storeys, which will be within the range of acceptable contextual height for neighbourly integration.

- 6.3.18 The massing of the proposal treats the five-storey element as a distinct volume, separated from the four storey volume, with a single storey gap allowing a glimpse into the courtyard and out from the courtyard to the trees and railway, allowing more visible sky, day light and sunlight into the courtyard and neighbouring existing houses. There are also single storey gaps at either end of the development, having a similar effect. Officers agree that this is an appropriate massing, responding to and reinforcing the legibility of the street and urban block whilst defining an ill-defined corner and respecting the views from the nearby conservation area.

Approach, Accessibility & Legibility

- 6.3.19 All flats in the proposal would be accessed off a single communal block entrance located in the gap between the two blocks, on the Seven Sisters Road frontage, right at its corner with St Ann's Road. The Design Officer notes that this 'is an exemplary clear and convenient location for an entrance'. It is normally recommended that there should be no more than 25 flats in total, and no more than eight flats per floor accessed off each street entrance. In this case the proposal has 25 flats in total, in two cores accessed off the central courtyard, itself accessed by one door or one gate, and no more than four flats per floor accessed off each core. The entrance off the street will lead via extra-wide, access-controlled doors into a covered external porch, with access to the cycle store. The design officer concludes that the site should be capable of providing safe, secure, convivial and distinctive access and approach to residents' homes. As such, this is accepted.

Elevation Treatment; Fenestration Materials & Details

- 6.3.20 The design officer notes that the proposed materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey generally. Officers consider the chosen brick appropriate, adding to the softer, domestic appearance of the proposal. The two differing, buff-coloured bricks, break up the apparent mass of the building and define a base, middle and top. This references the local heritage of the neighbourhood, particularly the immediately neighbouring Conservation Area along St Ann's Road. Regular fenestration of large, vertically proportioned windows also references the local context, with the verticality of the fenestration balancing the horizontality of the banding.
- 6.3.21 Officers consider, the proposal to be an attractive and contemporary pair of buildings, which respond to the form and function of the proposed accommodation whilst having regard to the varied architecture within the surrounding townscape.
- 6.3.22 From an urban design perspective, the existing green space is of very poor quality and little use. The proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater legibility and

attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents.

- 6.3.23 The design officer considers, the proposed residential accommodation to be of 'excellent quality, meeting local and borough wide housing need, especially for affordable new Council housing, is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings'.
- 6.3.24 As such, officers consider the proposal in accordance with the above policies.

6.4 Character and Appearance of the Conservation Area

- 6.4.1 London Plan (2021) 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.
- 6.4.2 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. Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.
- 6.4.3 While the site does not sit within a conservation area, it is visible from the adjacent St Ann's Conservation Area, which sits to the northwest of the application site. The conservation area was established on 2nd April 1987 and is relatively small, characterised by a largely uniform residential district consisting of long straight roads lined with uniform terraces of mostly Edwardian properties and Chestnuts Park.
- 6.4.4 Beyond South Grove, the eastern-most section of the conservation area is restricted to the buildings flanking the northern side of St Ann's Road and characterised by its domestic scale and a greater degree of consistency. These terraces of small residential dwellings are mostly Victorian and early Edwardian properties of a uniform scale. Several have suffered from a series of unattractive cosmetic and structural alterations that have resulted in a visually inconsistent streetscape.
- 6.4.5 The conservation area is terminated at its eastern end by No. 170 St Ann's Road, a mid 19th Century former public house. This along with few remaining historical buildings and a number of later additions frame the views towards the site. When developing proposals, consideration was given from the outset to these key views along St Ann's Road looking from the conservation area.
- 6.4.6 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a

positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.

Assessment

- 6.4.7 St Ann's Conservation Area covers a substantial area to the north-west of the application site. The main visibility from the Conservation Area is from St Ann's Road. Whilst visible from the Conservation Area, the light materiality of the proposed buildings reflects the local character and sits comfortably with the London stock brick and light stucco prevalent in historic buildings along the main road. The slender proportions of the proposed block, its chamfered geometry and the fact that it is largely screened behind retained trees, means that it sits discreetly at the end of the St Ann's Road view. While the building sensitively addresses views and neighbours, its frontal relationship and corner balconies directly address St Ann's Road, providing a positive and purposeful contribution to the local streetscape.
- 6.4.8 Where the proposed development is visible from the conservation area, the impact is limited and as stated above, screened by mature trees. As such, it is not considered to result in significant harm to the character and appearance of the conservation area. The proposed development is fully supported by the LBH Conservation Officer. The Conservation officer states that, the new development would have a neutral impact on the conservation area character and views because the whole design process has been driven both by an acute awareness of the sensitivity and relative fragility of the eastern stretch of the conservation area, and by the need to deliver substantial public improvements in the conservation area setting, while avoiding any harm to the surrounding heritage assets.
- 6.4.9 In summary, the proposal would have a negligible impact on the surrounding heritage assets. In line with paragraph 202 of the NPPF this must be treated as less than substantial harm, when weighed against the public benefits of the proposal, which includes affordable housing designed to a high standard and investment in more purposeful open spaces. The proposal is considered acceptable, preserving the character and appearance of the conservation area.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 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.
- 6.5.2 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring residents.

- 6.5.3 The building is set away from the adjoining boundaries and the heights of the proposed building limited to between one and five storeys, to reflect the modest scale of the surrounding existing buildings but also the prominent location of the site on a corner. This also ensures levels of sunlight/daylight, outlook and privacy received by existing neighbours is not detrimentally affected.
- 6.5.4 The position and scale of the proposed development in relation to neighbouring buildings ensures that overall, the outlook, privacy, and level of sunlight/daylight enjoyed by existing residents will not be adversely affected
- 6.5.5 A sunlight/daylight assessment has been carried out which demonstrates that adjoining properties bounding the site will not be unduly affected by the proposed development in this regard. The analysis indicates that the design achieves an overall high level of compliance with the BRE recommendations.
- 6.5.6 The aim of the assessment is to assess the impact of the development on the light receivable by the neighbouring properties at 2 to 50 Kerswell Close (even numbers) and 543 to 547 Seven Sisters Road.

Vertical Sky Component

- 6.5.7 The majority of windows pass the Vertical Sky Component (VSC) test. Whilst there are isolated windows at 2 to 10, 28, 32 to 38 Kerswell Close and 543 to 547 Seven Sisters which do not meet the recommendations, there are mitigating factors, which are considered below.
- 6.5.8 Of the 128 windows tested, only 35 windows falling short of the BRE VSC recommendations. Of the 35 that fall short, 19 are what we would consider borderline, and achieve before/after ratios of only slightly less than the recommended 0.8. Of the remaining 16, 11 of the windows will continue to achieve VSC scores of between 16.1% to 24.7%. Whilst the BRE guide states that daylight may be adversely affected if VSC targets are not met, when setting targets, both the BRE guide and National Planning Policy Guidance (NPPG) recognise that it is necessary to have regard to the development context and site location.
- 6.5.9 Following a number of appeal decisions, it is generally accepted that for large schemes in London, a retained Vertical Sky Component of 20% or more represents a reasonably good level of daylight, and a retained Vertical Sky Component in the mid-teens (15% and above) is acceptable.
- 6.5.10 Secondly, it should be noted that the windows which fall short at 2 to 8 Kerswell Close are sited on the rear elevation of the properties, with some of the shortfalls at first floor. This is likely to mean that the windows serve the bedrooms of the properties. Whilst under the BRE guide a universal test is applied to all room types, the BRE guide explains that daylight in bedrooms is less important than in other habitable rooms such as living rooms.

Daylight Distribution

- 6.5.11 All windows that face within 90 degrees of due south have been tested for direct sunlight. All windows pass both the total annual sunlight hours test and the winter sunlight hours test with the exception of isolated windows at 2 to 10 Kerswell Close. Notwithstanding this, all but two of the windows achieve the sunlight recommendations over the whole year and only fall short during the winter months.
- 6.5.12 For the two windows that do meet the annual target, they achieve Annual Probable Sunlight Hours scores of 20% and 23% which is just short to the 25% target stated in the BRE guide. However, the report states that the Annual Probable Sunlight Hours targets stated in the BRE guide are only intended to be applied to main living room windows. This is because the BRE guide states that kitchens and bedrooms are less important. From officer observations, it seems unlikely that the windows which fall short serve main living rooms. No objections have been received.
- 6.5.13 Whilst it highlights that a number of windows and gardens to neighbouring properties do not meet the standard numerical recommendations, 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.
- 6.5.14 On balance, 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 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.

6.6 Landscaping & Biodiversity

- 6.6.1 In addition to the general design-led policies in the previous section, London Plan (2021) Policy G4 seeks to “promote the creation of new areas of publicly accessible open space” as well as “enhance open spaces to provide a wider range of benefits for Londoners”. 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.
- 6.6.2 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain. London Plan Policy S4 states the need to provide new play facilities as part of development proposals, with at least 10m² of play space per child provided.
- 6.6.3 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, including provision of formal play space to standards set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal Recreation.
- 6.6.4 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees

on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

- 6.6.5 The redevelopment of the site offers the opportunity to significantly improve the site with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.6.6 The existing site, whilst bordered by mature and semi-mature trees (mainly lining Seven Sisters Road and St Ann's Road) has poor quality green space around the existing car park formed of unused and poorly maintained spaces which have no clear sense of ownership.
- 6.6.7 A number of key objectives have guided the landscaping strategy including:
- Creating safe, fully accessible, and attractive spaces and routes.
 - Providing spaces for relaxation, social interaction, and play.
 - Incorporating substantial new planting including new trees.
 - Providing new and attractive hard surfaces including sustainable urban drainage
 - Enhancing biodiversity.
 - Encouraging a more active streetscape by creating secure and attractive frontages including a new boundary treatment.
 - Providing a sense of place of place through the layout of the communal areas, surface and boundary treatments.
 - Incorporating convenient and secure refuse/recycling and cycling storage facilities.
- 6.6.8 The proposed landscaping includes new private terraces and shared amenity spaces forming a courtyard to the rear of the development and enhancement of the existing communal areas across its frontage.
- 6.6.9 The communal courtyard will be a place for new and existing residents adjacent to the site to access. The courtyard provides 'areas of activity and play and other areas which are more peaceful where residents can relax'. The play space is located on the western edge of the courtyard equidistant between the existing and proposed dwellings to provide a central area of activity. The eastern edge as you enter the courtyard from the lobby will be a woodland garden with routes through and seating. A grove of tall birch trees will be planted which can be glimpsed through the lobby from the public realm.
- 6.6.10 A lawn space with picnic tables is proposed for the central section of the courtyard provides a flexible amenity space in the sunniest position in the courtyard. Also proposed is a paved shared surface entrance space located on the northern edge which will provide blue badge parking and service access. The edges of the courtyard will be planted with hedge, shrub and perennial plants to contribute a green garden character to the space.
- 6.6.11 The Seven Sisters Road and St. Ann's Road frontages will comprise of species-rich lawn and native shrub perennials selected to thrive in proximity to busy roads. All planting will include nectar rich species for pollinators and invertebrates and is designed to provide a net gain in biodiversity for the site. In support of this approach, bug hotels, loggeries, etc. are integrated within the planted areas. Planting typologies are chosen to thrive in their proposed location including sunny aspect, or woodland edge planting, designed to thrive

in the shaded context. Ferns and grasses provide a variety of textures, with robust shrubs and perennials add colour and seasonal interest. Robust species have been selected to require minimal maintenance, and thrive in dry and wet conditions.

- 6.6.12 A consistent and robust palette of hard landscaping materials is proposed, selected for their location, degree of use and character of the space. The vehicular entrance space is paved in porous concrete setts which will capture surface drainage as part of the sustainable drainage proposals.
- 6.6.13 Sustainable Drainage System (SuDS) attenuation will be provided within a geocellular tank located underneath the hard landscape. These areas will be constructed using permeable paving materials which will discharge to the attenuation tank.
- 6.6.14 Officers consider the proposed landscaping a high quality and sensitive design that complements the proposed residential units and Adult Care Hub, recognising the positive impact of the green space of the future occupiers of the site. Further details relating to trees are outlined below.

The Urban Greening Factor (UGF)

- 6.6.15 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.51, which exceeds the London Plan target score of 0.4 for predominantly residential developments.
- 6.6.16 The proposed development presents a comprehensive landscaping scheme to cater for the needs of the resident group, ensuring the setting of the new homes is attractive, green, and safe and complements and enhances the character and appearance of the surrounding area. It includes new tree planting, shared surfacing, seating and a play space as part of the treatment of the site.
- 6.6.17 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in an enhanced open space provision which is considered appropriate for this location, housing size/population, and typology. The proposal satisfies the above planning policies in this regard

6.7 **Housing Mix, Tenure and Quality of Accommodation**

- 6.7.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.
- 6.7.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

- 6.7.3 The Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopt a similar approach.
- 6.7.4 DPD Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.7.5 The proposed development will provide 25 units (incl. 2 wheelchair accessible homes) as affordable housing for rent with associated facilities Adult Care Hub. Family units form 16.0% of the units.
- 9 x 1 bedroom flats
 - 12 x 2 bedroom flats
 - 3 x 3 bedroom flats (of which one accessible)
 - 1 x. 4 bedroom flat (accessible unit)
- 6.7.6 The proposed development forms part of the Council's Housing Delivery Programme which seeks to optimise the provision of affordable accommodation for rent to meet local need. The Programme is part funded by the GLA and is informed by the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing need through the provision of a wide range of housing typologies across all the sites identified, manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.7.7 This location has good Public Transport Accessibility (PTAL of 4) and is a short walk from Seven Sisters tube and Overground station and the Seven Sisters and West Green Road designated District Centre, as such, officers consider the location is suitable for a greater proportion of smaller units. It is also surrounded by low rise mid 20th century housing of mostly family sized units, Officers consider that that proposed mix listed above would contribute to an appropriate balance of housing sizes in this specific location.

Quality of Accommodation

- 6.7.8 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan (2021) standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.7.9 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Indoor and outdoor space/accommodation standards.

Indoor and outdoor space/accommodation standards

- 6.7.10 All dwellings achieve or exceed minimum space standards including bedroom sizes, gross internal area, and outside amenity space standards. Private external amenity space is provided to each unit in the form of balconies and private gardens to the ground floor units. In addition, a generous communal amenity space is provided containing areas ranging from an equipped children's play space, seating areas amongst ornamental landscaping, disabled residents' car parking, and servicing access for refuse collection and maintenance.
- 6.7.11 All dwellings have a minimum floor to ceiling height of 2.5m. In addition, all dwellings are well laid out to provide useable living spaces and sufficient internal storage space.
- 6.7.12 Daylight and sunlight studies have been undertaken. The study is based on the numerical tests laid down in the relevant Building Research Establishment (BRE) guidance.
- 6.7.13 The study concludes that whilst those properties mentioned above do not meet the BRE recommendations, the results are not unusual in the context of an urban location. The report also states that 'It is important to note that all of the rooms which do not meet the winter ADF recommendations have balconies above them. This is in order to provide private amenity space to the occupants. Whilst this does limit some of the daylight available to the units, on balance, it is considered preferable to retain these, as they provide additional benefits to the residents of the development'.
- 6.7.14 The report states that if the balconies were to be removed, then all units would meet the ADF recommendations during the winter months. Therefore, the study concludes that, 'in overall terms the scheme represents a relatively high level of compliance with the BRE recommendations and in our opinion, there are material considerations which outweigh the slightly lower daylight levels.'
- 6.7.15 In considering the above report against all other material planning consideration, officers consider that, on balance, against the needs for private amenity space for each unit, the wider social benefits of the proposal, the urban context and given the 'relatively high' level of compliance with BRE recommendation, the application is, acceptable, providing a high standard of well-designed and much needed housing and associated amenities
- 6.7.16 In conclusion, all dwellings are considered to be well laid out with sufficient space for storage to provide useable living spaces to meet modern living arrangements and as such are acceptable.

Accessible Housing

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. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. 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.

- 6.7.17 All residential units in Block A shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least two dwellings shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations. Whilst this does not provide 10% wheelchair accessible homes on site, (rounding the total number of homes up to 30) across the Council Housing programme there are several sites providing wheelchair homes in excess of 10% so this is considered acceptable in this instance.
- 6.7.18 As Block B does not incorporate a lift, not all the new homes meet the Building Regulation M4 (2) 'step-free' access standards for accessibility. However all dwellings in this block and across the development have been laid out and designed to meet the accessibility and adaptability standards in all other respects.
- 6.7.19 London Plan Policy D7 and guidance accepts that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less the London Plan highlights that it may be necessary to apply some flexibility in the application of this policy and specifically in relation specific small-scale infill developments of no greater than 0.25ha. The site at Kerswell Close measures approximately 0.28ha and provides a lift for a proportion of the proposed dwellings. Given its constraints and the need to optimise the level of affordable accommodation it is accepted that in this instance it is acceptable not to incorporate a lift in the proposed four-storey block.
- 6.7.20 The proposed two wheelchair accessible homes are on the ground floor and meet the required Building Regulation M4 (3) accessibility standards and there are no family sized dwellings (3+ beds) on the upper floors of Block B. In addition, through the Council's housing allocations and lettings policy, there is the opportunity to ensure that lettings in this proposed block are directed to those tenants who do not have additional mobility needs

Noise – future occupiers

- 6.7.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. London Plan Policy D14 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Local Plan Policy DM23 states that the Council will seek to ensure that new noise sensitive development is located away from existing or planned sources of noise pollution. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 6.7.22 The application is accompanied by an External Noise Assessment, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development.
- 6.7.23 Based upon the findings of on-site noise levels, exterior noise levels have been determined for the various living spaces within the development. The results of the noise survey show that glazing with an enhanced acoustic performance is required for

habitable rooms overlooking Seven Sisters Road and St Ann's Road, while standard thermal double-glazed windows will be acceptable for windows overlooking Kerswell Close and at the rear of the site. Bedrooms overlooking Seven Sisters Road and St Ann's Road will require background ventilation by an MVHR system or similar; acoustically-rated trickle ventilators would be acceptable for other habitable rooms. For energy efficiency reasons, all habitable rooms will be ventilated using an MVH system.

- 6.7.24 In accordance with the recommendations of the Noise Assessment, the development incorporates double glazing and enhances acoustic glazing.
- 6.7.25 In summary, the standards of accommodation and living conditions proposed are very high and while some parts of the building are more noise sensitive than others, the acoustic performance would be good. For a scheme in this location with its site constraints, the proposal represents very good quality units and living conditions which satisfy the above policies.

6.8 **Parking and highway safety/waste recycling and servicing**

- 6.8.1 Paragraph 110 of the NPPF (2021) states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.8.2 The London Plan (2021) 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 car parking spaces that are proposed.
- 6.8.3 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 and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM DPD Policies DM31, DM32 and DM33.
- 6.8.4 DM32 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is 3-4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Car Parking

- 6.8.5 The proposed development replaces an existing car park of 21 parking spaces providing 25 new residential units, including 2 fully wheelchair accessible homes and accompanying pair of wheelchair-accessible parking spaces. A small community office (Adult Care Hub) is also proposed.
- 6.8.6 The existing 21 car parking spaces would be reduced to only the 2 wheelchair-accessible spaces. LBH Transport Planning has reviewed the proposal and notes that the existing spaces serving the existing site are 'sparsely used' and would not need to be formally re-provided on site or indeed elsewhere.
- 6.8.7 The assessed Parking Stress Survey and multiple Transport Officer site visits concluded that combining the overspill from redevelopment of the Kerswell car park plus potential new demands, only 11 to 12 additional vehicles could be displaced and seek to park in the locality of the site. The parking stress survey recorded 74 free spaces in the closest streets to the site so it is not considered that an additional 11-12 vehicles will cause any parking nuisance issues.

Car Free

- 6.8.8 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site and permits would not be allocated to the new properties for on street parking. Due to the site's PTAL (4 - denoting 'good' connectivity), the site's location within a CPZ (St Ann's) and the on-site provision of accessible parking in line with London Plan (2021) standards, the proposed development would qualify for a car-free status, in accordance with Policy DM32: Parking of the Development Management DPD.
- 6.8.9 Accordingly, future occupiers would be restricted from receiving on-street resident parking permits. The Council would use legal agreements (or equivalent) to secure this and require the applicant to advise all occupiers of the car-capped status of the proposed development.

Access Arrangements

- 6.8.10 The site will be connected to the highway network from Kerswell Close, as per existing arrangements, and it will also be possible for pedestrians to connect directly from the development by footway to Seven Sisters Road and St Anns Road as well as from Kerswell Close. At present, the car park that is to be redeveloped is fenced so this will enable more direct connection from an entrance to the development and is supported.

Cycle Parking

- 6.8.11 For the residential element, it is proposed to provide a total of 44 long-stay and 2 short-stay residential (visitor) cycle parking spaces, which is in line with the London Plan (2021) minimum residential cycle parking standards. For the Adult hub there will be a Sheffield Stand within the enclosed cycle store providing parking for 2 long stay cycle parking spaces for staff and 3 Sheffield Stands providing 6 short terms cycle parking spaces at the front of the building.
- 6.8.12 LBH Transport Planning has requested and reviewed additional information relating to the provision of cycle parking and concluded that the current provision meets or exceeds the requirements. The additional plan submitted shows 4 Sheffield stands outside the

Adult Care Hub, which provide 2 spaces for residential visitors and 6 for the Adult Care Hub staff. This exceeds the requirement of 4 cycle spaces for the hub outlined. The residential cycle stores accommodate 2 secure accessible Sheffield stands as required

- 6.8.13 As such, the proposal is considered to not result in an adverse impact on parking in the local area and would promote active travel.

Waste and recycling

- 6.8.14 London Plan Policy D6 requires suitable waste and recycling storage facilities in all new developments, Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4 require development proposals to make adequate provision for waste and recycling storage and collection.
- 6.8.15 Access on to site for the collection vehicles will be from Kerswell Close. There is space within the courtyard for the collection vehicle to safely manoeuvre, collect bins and exit. Swept path analysis has not been included in the Design and Access Statement but the drawings mark routes clearly and show this to be possible. LBH's Waste and Street Cleansing Team has reviewed the proposal and raises no objections subject to further detail. This can be achieved via condition.
- 6.8.16 As such, the proposal is considered acceptable, in accordance with the above policies.

6.9 Sustainable Energy and Climate Change

- 6.9.1 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions. The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.9.2 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.
- 6.9.3 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.
- 6.9.4 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.

- 6.9.5 The development achieves a site-wide reduction of 98.4% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement for the residential proportion (100.4% reduction), which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some refinement of the reduction calculations which can be dealt with via condition.
- 6.9.6 The development employs an efficient building fabric, including well insulated walls and highly efficient glazing and incorporates air source heat pumps and PV Panels to maximise carbon savings.
- 6.9.7 Green roofs and sustainable drainage (SUDS) further contribute to the sustainable nature and biodiversity of the site, while low-energy appliances and water conserving sanitary ware contribute to energy efficiency in the new homes.
- 6.9.8 An Overheating Assessment has been undertaken to minimise the risk of overheating within the proposed development and to reduce reliance on air conditioning. In line with the Cooling Hierarchy outlined within the London Plan, a number of measures to minimise the risk of heating have been employed within the proposed development. The submitted overheating strategy has been assessed by LBH Carbon Management and is considered acceptable.
- 6.9.9 In summary, The Council's Carbon Management Team supports the scheme based on its 98.4% carbon reductions on site. It has requested further information which can be dealt with by conditions the final wording of which will be presented in an addendum. In the event that the construction on site does not achieve this, a carbon-offset contribution of £2,850 per tCO2 would be required.
- 6.9.10 Subject to these, the proposal represents an acceptable scheme which meets the requirements of relevant planning policy in this regard.
- 6.10 Crime Prevention**
- 6.10.1 London Plan Policy D3 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. DPD Policy DM2 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.
- 6.10.2 The design has been influenced by the 'Secure by Design' (SBD) principles and in doing so seeks to design out crime. SBD principles have been considered and incorporated following early engagement with the Metropolitan Police.
- 6.10.3 The scheme is designed to achieve a minimum standard Secured by Design Silver Award accreditation. With additional detail provided at the technical stage, it is anticipated that a Gold Award accreditation could be achieved
- 6.10.4 The Metropolitan Police Designing Out Crime Officer (DOCO) was consulted on this final design. They recommend planning condition(s) to secure accreditation prior to commencement. Subject to SBD measures by condition, Officers consider the proposal

would create a safe secure environment, satisfy the planning policies requirements and would be acceptable in this regard.

6.11 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 provides suitable measures for drainage.

6.11.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy which includes attenuation within the landscaping as set out above. The strategy has been reviewed by LBH Flood & Water Management team which has stated that it is satisfied that the impacts of surface water will be addressed adequately.

6.11.3 As such, this is considered acceptable

6.12 Water Efficiency

6.12.1 A Sustainability Statement has been submitted with the application that indicates the proposed dwellings would provide a maximum indoor water consumption of 105 litres per person per day, which is in line with the optional standard in Part G of the Building Regulations and is compliant with London Plan Policy SI5. The Statement also notes that three Wat 01 credits are targeted for the non-residential uses on site, with water consumption reduced by 40%, which is also in accordance with Policy SI5. Water efficient fittings, water meters, and a leak detection system are proposed, which is supported. Rainwater and greywater harvesting should also be included in the development and the appropriate integration of these features can be secured by condition for the detailed phase and each reserved matters application.

6.12.2 As such, the proposed development is considered acceptable in terms of its risk of flooding and water management arrangements

6.13 Air Quality

6.13.1 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 the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.13.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral. In-built mitigation measures including green infrastructure, solar panels, ASHP and cycle storage boost the green credentials of the proposed development. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.

6.13.3 Officers acknowledge that concerns have been raised about construction works, however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust

suppression. The proposal is not considered an air quality risk or to harm nearby residents, or future occupiers. The proposal is acceptable in this regard.

6.14 Land Contamination

6.14.1 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.

6.14.2 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.

6.14.3 Officers consulted the Council's Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions.

6.13.5 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

6.15 Trees

6.15.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that the Council will expect development proposals to respond to trees on and close to the site.

6.15.2 There are a number of trees adjacent to the site, along St Ann's Road and Seven Sisters Road 33 trees were surveyed and assessed to be in the following categories:

- No category A trees were highlighted (High quality)
- 11 trees were categorised as B (moderate quality)
- 15 trees were categorised as C (low quality)
- Seven trees were identified as U (unsuitable for retention)

6.15.3 Twenty one trees are proposed for removal as follows:

- 2 category B trees (moderate quality)
- 12 category C trees (low quality)
- Seven category U trees (unsuitable for retention)

6.15.4 The proposals have been developed to retain high quality trees and replace any trees proposed for removal with new tree planting on the site or within the wider Kerswell Close estate. As noted above 21 trees are proposed for removal, whilst 23 trees are to be planted (21 trees with 20- 25cm girths, 2 large 'impact' trees with 30- 35cm girths). 8 trees are to be retained with 4 semi mature Birch trees to be transplanted. The 4 mature London Plane specimens located on Seven Sisters Road which have a high amenity value and will be retained. The proposal is considered a substantial improvement to the existing greenery given the limited value of the existing species.

6.15.5 All retained trees will be protected in accordance with BS 5837:2012 specifications throughout the development. This report includes guidance on tree protection measures and providing these are adhered to, there will be no adverse impact on the long-term potential on the retained trees.

6.15.6 The Arboriculture Officer has been consulted and raises no objections. Requested further details of street planting has been provided. In conclusion, the proposal (with conditions) ensures the protection of existing species, with a low or limited impact on the existing trees and is considered acceptable.

6.16 **Conclusion**

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in the borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This is subject to a design-led approach to development of the site, which was carried out here to capitalise on the opportunities and location of the site to bring forward council-rent living accommodation (Use Class C3) comprising 25 homes, an Adult Care Hub and communal garden. These will be affordable housing for rent. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context, particularly the neighbouring conservation area.
- The proposal provides a comprehensive hard and soft landscaping scheme.
- Twenty new trees will be planted across the site (18 trees with 20- 25cm girths, two impact trees with 30- 35cm girths) and 4 offsite street trees
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, in terms of excessive noise, light or air pollution.
- The proposed development is car free (except for 2 wheelchair-accessible spaces) and high-quality storage for cycles is provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.

- The proposal would have a negligible impact on the historic built environment, which is considered acceptable when it is weighted against the public benefits of the proposal.

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 given on the plans, the Mayoral CIL charge will be £110,157 (1,825 sqm x £60.36) and the Haringey CIL charge will be £91,250 (1825 sqm x £50). 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 RICS CIL Index. An informative will be attached advising the applicant of this charge. It is expected that the applicant will be eligible to claim social housing relief.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1.

Applicant's drawing No.(s)

- 21099-00-001P - Location Plan
- 21099-00-002P - Existing Site Plan
- 21099-00-003P - Proposed Site Plan
- 21099-10-001P Rev A- GA Floor Plan - Level 0
- 21099-10-005P - GA Floor Plan - Level 1
- 21099-10-006P - GA Floor Plan - Level 2
- 21099-10-007P - GA Floor Plan - Level 3
- 21099-10-006P - GA Floor Plan - Level 4
- 21099-10-007P - GA Floor Plan - Level 5
- 21099-20-001P - GA Elevations - Sheet 1
- 21099-20-002P - GA Elevations - Sheet 2
- 21099-20-101P - GA Sections - Sheet 1
- 21099-51-001P - Indicative Façade Detail - Sheet 1
- 21099-51-002P - Indicative Façade Detail - Sheet 2
- 21099-51-003P - Indicative Façade Detail - Sheet 3
- 21099-92-001P - Accommodation Schedule
- Diagram-bicycles-21099 (16 Nov, 2022)
- Air Quality Assessment by XCO2
- Arboricultural Impact Assessment by Tree Works
- Arboricultural Method Statement by Tree Works
- Block Plan of the Site
- Covering Letter by London Borough of Haringey
- Daylight and Sunlight Report (Neighbouring Properties) by Rights of Light Consultancy
- Daylight and Sunlight Report (Within Development) Right of Light Consultancy
- Design and Access Statement by Newground including a Landscaping Strategy prepared by Turkington Martin (Rev B)
- Energy Statement including Overheating Risk Assessment by XCO2
- Environmental Noise Assessment by XCO2

- Fire Strategy by JGA
- Fire Strategy (London Plan) by JGA
- Flood Risk Assessment and Drainage Strategy by McBains
- Gateway 1 Fire Statement Form by JGA
- Geotechnical Design Report by Pell Frischmann
- Outline Construction Logistic Plan by TTP
- Planning Statement by London Borough of Haringey
- Preliminary Ecological Appraisal by XCO2
- Site Waste Management Plan by XCO2
- Statement of Community Involvement by London Borough of Haringey
- Sustainability Statement by XCO2
- Topographical Survey by Survey Solutions
- Transport Statement by TTP (amended Nov 2022),
- Travel Plan by TTP
- Transport Statement by TTP
- Utilities Statement Report by XCO2
- Whole Life Cycle Analysis and Building Circularity Report by XCO2

APPENDIX 1 PLANNING CONDITIONS AND INFORMATIVES

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:

21099-00-001P - Location Plan,
21099-00-002P - Existing Site Plan,
21099-00-003P - Proposed Site Plan Rev D,
21099-10-004P - GA Floor Plan - Level 0,
21099-10-005P - GA Floor Plan - Level 1 ,
21099-10-006P - GA Floor Plan - Level 2,
21099-10-007P - GA Floor Plan - Level 3,
21099-10-006P - GA Floor Plan - Level 4,
21099-10-007P - GA Floor Plan - Level 5,

21099-20-001P - GA Elevations - Sheet 1,
21099-20-002P - GA Elevations - Sheet 2,
21099-20-101P - GA Sections - Sheet 1 Rev D,
21099-51-001P - Indicative Façade Detail - Sheet 1,
21099-51-002P - Indicative Façade Detail - Sheet 2,
21099-51-003P - Indicative Façade Detail - Sheet 3,

21099-92-001P - Accommodation Schedule,
Diagram-bicycles-21099,
Air Quality Assessment by XCO2,
Arboricultural Impact Assessment by Tree Works,
Arboricultural Method Statement by Tree Works,
Block Plan of the Site,
Covering Letter by London Borough of Haringey,
Daylight and Sunlight Report (Neighbouring Properties) by Rights of Light Consultancy,
Daylight and Sunlight Report (Within Development) Right of Light Consultancy,
Design and Access Statement by Newground including a Landscaping Strategy prepared by Turkington Martin,
Energy Statement including Overheating Risk Assessment by XCO2,
Environmental Noise Assessment by XCO2,
Fire Strategy by JGA,
Fire Strategy (London Plan) by JGA,
Flood Risk Assessment and Drainage Strategy by McBains,
Gateway 1 Fire Statement Form by JGA,
Geotechnical Design Report by Pell Frischmann,
Outline Construction Logistic Plan by TTP,
Planning Statement by London Borough of Haringey,
Preliminary Ecological Appraisal by XCO2,
Site Waste Management Plan by XCO2,
Statement of Community Involvement by London Borough of Haringey,
Sustainability Statement by XCO2,
Topographical Survey by Survey Solutions,
Transport Statement by TTP ,
Travel Plan by TTP,
Transport Statement by TTP (amended Nov 2022),
Utilities Statement Report by XCO2,
Whole Life Cycle Analysis and Building Circularity Report by XCO2,

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

Materials

3. Prior to the commencement of above ground works 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) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
 - d) Details of entrances and porches which shall include a recess of at least 115mm;
 - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
 - f) Details of balustrading;
 - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
 - h) Details of cycle, refuse enclosures and plant room; and
 - i) Any other external materials to be used;

together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority. 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.

Energy Strategy

4. The development hereby approved shall be constructed in accordance with the Energy Statement prepared by XCO2 (dated TBC) delivering a minimum TBC% 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 31.5 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 TBC% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (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);
- Confirm the Energy Use Intensity and space heating demand as calculated in Passivhaus Planning Package;
- 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.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installations 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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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.

Overheating Building

5. Prior to the commencement of development, a revised overheating model and report shall be submitted to and approved by the Local Planning Authority, based on the acceptable principles and taking into account any detailed design changes. The model will assess the overheating risk in line with CIBSE TM52 and TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) for the residential units and Adult Care Hub and demonstrate how the overheating risks have been mitigated and removed through design solutions.

This report will include:

- Reconfirmed details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided;
- Specification and location of the acoustic ventilation panels (relating to acoustic attenuation and security), any shutters (if proposed), MVHR, cooling coil (if proposed for the hub);
- Modelled pipework heat losses from the communal heating system;
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers.

These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained (through a like-for-like in specification) thereafter for the lifetime of the development.

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.

Living roofs and walls

6. (a) Prior to the above ground commencement of development, details of the living roofs 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 roofs 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 roofs, 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 roofs 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 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have 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 roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs 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.

Biodiversity

7. (a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.
- (b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

Development shall accord with the details as approved and retained for the lifetime of the development.

Reason: To ensure that the development provides the maximum provision towards the 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.

Cycle Parking

8. No development shall take place until further 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, these shall include full dimensional details, installation specifications for the systems proposed, spacing's, manoeuvring area, security and weather protection. The development shall not be occupied until a minimum of 48 cycle parking spaces for users of the development, 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.

BREEAM

9. (a) Within six months of commencement on site, 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) Within six months of occupation, 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.

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.

Construction Management Plan

10. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
 - a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Thames Water

11. 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.

Land Contamination

12. Before development commences other than for investigative work:
 - a. Using the information already submitted in the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021, additional ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. 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 any additional remediation requirements where necessary.
 - b. 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.
 - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
 - d. 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

13. 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.

Non-Road Mobile Machinery (NRMM)

14. 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.

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 NOx and PM emissions shall be submitted to the Local Planning Authority.

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.

Reason: To protect local air quality in accordance with Policies D3 and SI 1 of the London Plan 2021 and Policy DM23 of The Development Management DPD 2017.

Demolition/Construction Environmental Management Plans (Pollution)

15. 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. Dust Monitoring and joint working arrangements during the demolition and construction work;
- 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.

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."

Waste

16. No development shall take place until 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. 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 D6 of the London Plan 2021.

Secured by Design

17. Prior to the commencement of above ground works of 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. Accreditation must be achievable 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. The development shall only be carried out in accordance with the approved details.

Reason: To ensure safe and secure development and reduce crime

18. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: To ensure safe and secure development and reduce crime

Trees

19. No development shall start until all those trees to be retained, as indicated on the approved drawings, have been protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 3998:2010 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

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.

Landscaping

20. Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:
 - a) Proposed finished levels or contours;

- b) Means of enclosure;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans including a CAVAT assessment of existing and proposed trees;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate which must include 18 trees with 20- 25cm girths and 2 trees with 30-35cm girths).; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

- i) Existing trees to be retained;
- j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species;
- l) Annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts;
- m) detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

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, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy DM1 of the Development Management DPD 2017 and Policy SP11 of the Local Plan 2017.

Part M

21. All residential units in Block A shall be built to M4(2) of the Building Regulations 2013 (as amended) and at least 10% (two dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, all residential units in Block B shall be built to Part M4(2) of the Building Regulations 2013 (as amended) with the exception of provision of a lift for this block. unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D7.

C3 Use Class

22. Notwithstanding any provisions to the contrary, the 25 residential units within the development hereby approved shall be provided affordable rent levels within the C3 use class, and for no other tenure or use unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing for rent accommodation.

Sustainability Review

23. Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:

- explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO2 emission reduction target has been met;
- explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;
- calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;
- provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and
- such other information reasonably requested by the Council.

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.

Future DEN Connection

24. Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information

- on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification;
 - Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
 - A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
 - Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including 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;
 - Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
 - Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
 - Details of a future pipework route from the temporary boiler location to the plant room.

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.

Transport for London (Safeguarding)

25. No development shall take place until a details of proposed foundations and layout has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Energy Performance

26. (a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms

approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.

(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.

© Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

Water Efficiency

27. The development hereby approved shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) [residential development], shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category (12.5% improvement over baseline standard) or equivalent [commercial development], and shall incorporate measures such as smart metering, water saving and recycling measures, including retrofitting such measures to existing buildings as appropriate.

Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.

Waste

28. No development shall take place until 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. 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 5.17 of the London Plan 2021.

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 : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £110,157 (1,825 sqm x £60.36) and the Haringey CIL charge will be £91,250 (1825 sqm x £50). 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 :

Hours of Construction Work

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.

Street numbering

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.

The London Fire Brigade

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.

Thames Water

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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Thames Water

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water

INFORMATIVE: 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

Pollution

INFORMATIVE: Prior to the demolition or construction on the existing building and land, 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.

Secured by Design

INFORMATIVE: The applicant must seek the continual 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.

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Site location This site is located to the north side of the junction of Seven Sisters Road and St. Anns Road in Tottenham. It is currently in use as an estate car park and has a shop unit on it as well. The parking is managed by Homes for Haringey.</p> <p>The site has a PTAL value of 4, considered 'good' access to public transport services. The nearest bus stop is a 3 minute walk away on Seven Sisters Road, with several bus services available within a short walk of the site on both Seven Sisters Road and St Anns Road.</p> <p>Seven Sisters Station is within walking distance as are numerous locals shops and services, many within a short 2 – 3 minute walk to the south. The TA references that South Tottenham Overground Station is a 12 minute walk away, and should therefore be included within the PTAL value. A manual calculation has been carried out and this includes the station, and the PTAL value remains at 4 however it is of course more accessible to the Overground that WEBCAT indicates.</p> <p>The site is also within the St. Anns CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. It is at the south eastern corner of the zone, and other CPZ's are adjacent providing comprehensive coverage of formal parking controls in the locality of the site.</p> <p>Seven Sisters South and Green Lanes 'B' CPZ's are to the south side of the site.</p> <p>Transportation considerations</p> <p>A Transportation Statement produced in accordance with TfL's Healthy Streets principles accompanies this application. This is overall a minor application however a number of aspects are considered and commented on as follows;</p> <p>Access arrangements and connectivity The site will be connected to the highway network from Kerswell Close, as per existing arrangements, and it will also be possible for pedestrians to connect directly from the</p>	<p>Noted conditions/ Planning Obligations attached.</p>

Stakeholder	Question/Comment	Response
	<p>development by footway to Seven Sisters Road and St Anns Road as well as from Kerswell Close. At present the car park that is to be redeveloped is fenced so this will enable more direct connection from an entrance to the development and is supported.</p> <p>An ATZ assessment has been included to illustrate and detail the facilities and transport connections accessible in the locality of the site. This comments that various improvements could be undertaken such as provision of additional street trees for shade, placing of benches to provide places for rest, and suggestions for improving signage for cyclists wishing to access the cycle superhighway. It is expected that any measures to improve these situations would need to be funded and implemented by both Haringey and TfL as the relevant highway authorities</p> <p>Car Parking Considerations The development is proposed for the existing Homes for Haringey managed car park which currently accommodates 21 spaces. Any new units arising from this proposal will be formally designated as car free/permit free to accord with Policy DM32 as this site has a PTAL of 4 and is located within an area with formal CPZ parking controls. The appropriate arrangement to meet the administrative costs of £4000 to formalise this will need to be met. It is also assumed that Homes for Haringey will also not be issuing permits for their streets.</p> <p>The application includes reference to a Parking Stress Survey. This appears to have been carried out in a different manner to the normal methodology with respect to the times undertaken. The earliest surveys are from 0500 AM and then other counts have taken place during the working day and up till the evening. The 0500 am survey is within the normal time range for overnight surveys so will be taken as appropriate for the purposes of assessing this proposal.</p> <p>Having said that it is useful to see the variance in usage of the car park that is to be developed during the day. The busiest time recorded for the car park (0500 and 2100) showed 7 spaces in use and 14 unused spaces and it is understood that multiple visits by the planning officer to this application site have noted that this car park is sparsely used during the day.</p> <p>The survey also recorded a parking stress of 81% overall within the survey area, which includes both public highway and HfH streets/parking. Looking at the parking stress survey results for 0500, spaces were available on the surrounding streets to the site, 10 within</p>	

Stakeholder	Question/Comment	Response
	<p>Kerswell Close, 22 in Grove Road, 10 in St Anns Road, and 18 within Victoria Crescent. Part of Kerswell Close and Victoria Crescent are HfH roads with parking controls administered by Homes for Haringey.</p> <p>Initially therefore, it can be considered that there will be a displacement of 7 vehicles from the car park onto the street. There may be some additional demands arising from the new units as well of course however this number is expected to be low as it is assumed that with the PTAL of 4, the proximity of local shops and services, the permit free status and cycle parking meeting London Plan requirements will reduce residential parking demands. It is also suggested a car club facility be provided to further reduce car parking and ownership demands.</p> <p>The 2011 census recorded car ownership within the St Anns ward at 0.48 vehicles per household, as commented above this will have reduced since then as transportation trends and policies have resulted in decreasing car ownership and usage per household and active/sustainable mode use has increased. Demands for 4 to 5 vehicles from those residents that may require a vehicle for their employment/livelihoods such as professional drivers, building trades, mobile engineers and the like could be expected.</p> <p>Therefore, combining the overspill from redevelopment of the Kerswell car park plus potential new demands, 11 to 12 additional vehicles could seek to park in the locality of the site. The parking stress survey recorded 74 free spaces in the closest streets to the site so it is not considered that an additional 11 to 12 vehicles will cause any parking nuisance issues.</p> <p>Cycle Parking The submission shows two cycle parking stores within the site, located adjacent to the entrance lobbies, with 48 spaces provided using two tier cycle parking along with Sheffield Stands. 2 external visitor cycle parking spaces located within the internal forecourt of the development.</p> <p>The requirement for the residential long stay cycle parking is for 46 spaces, and 2 long stay spaces are also required for the hub. These are in the two secure stores in each bloke, the 2 spaces for the hub are to be accessible/located within block 1. The short stay cycle parking for the residential will be located outside the main pedestrian entrance and the same for the hub will be located adjacent to their entrance.</p> <p>The proposals meet London Plan numerical requirements. It appears there is sufficient space to</p>	

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	<p>accommodate the long stay cycle parking within the internal stores, however full dimensional details of the proposed cycle parking arrangements must be provided, including the installation specifications for the cycle parking systems proposed, showing spacings, manoeuvring area, security and weather protection. This can be covered by condition.</p> <p>Draft Travel Plan This has been reviewed and in terms of scope and format is it basically acceptable. There is omission of provision of a car club facility, and this should be addressed. The proposed targets for increasing walking, cycling and public transport by 5% over the life of the travel plan could be considered modest however baseline surveys and reviews/setting of targets over the life of the travel plan will enable appropriate and realistic targets to be set.</p> <p>Car Club facility There is reference in both the TA and Travel Plan to car clubs being in operation in the locality of the site. Given this is proposed as car free except for the blue badge bays for the accessible units, there should be a formal car club facility provided for this development. The applicant needs to liaise with local operators and obtain their written recommendations for the development, and present these. It is expected that will include 3 years membership for each new unit along with a credit for each household to 'pump prime' use. The car club operator will come to a view on whether any new space/vehicle will be required to meet demands. This can all be covered by an appropriate obligation or condition.</p> <p>Delivery and servicing arrangements All delivery and servicing demands are able to be met off of the highway from the site, a swept path plot showing arrival and departure manoeuvres by a refuse vehicle within the off street access/parking area appears sound.</p> <p>Refuse and Recycling Arrangements As with delivery and servicing the collections it is proposed for the collection vehicle to visit the site to make collections, and the swept path plot included in the TA indicates this should be possible to do. The Council's Waste Team will need to confirm acceptability of the proposed arrangements.</p> <p>Construction Phase This site is at the junction of St Anns Road and Seven Sisters Road, which is TLRN/Red Route</p>	

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	<p>at this location. Therefore, all construction related activity and vehicles should operate without impacting on the safe, free and smooth operation of the public highway. Therefore, a detailed draft of a Construction Logistics Plan should accompany any future application. This should include details of the programme/duration, and how the build out of the development will be carried out and managed to reduce and mitigate any potential impacts on adjacent neighbours and the public highway. The applicant may need to liaise with both Haringey's and TfL's Network Management officers to agree the regime/arrangements for servicing of the site during the build and the outcome of any discussions should inform the document.</p> <p>It is assumed that the car park itself will service the build out in terms of a compound and the CLP should include details on the numbers, sizes and dwell times/locations of visiting construction related vehicles, along with the measures to avoid vehicles waiting on the highway (slot scheduling) and avoidance of arrivals and departures in the AM/PM peaks and school start/finish periods,</p> <p>Summary This application proposal is for redevelopment of the 21 space car park and small shop unit within Kerswell Close, to provide new social housing in the form of 25 new residential units and a community hub office. As presented, this should not result in any adverse network, public transport or parking impacts. It is recommended that a car club facility be provided for the application, which can be covered by the appropriate obligation or condition. In addition to this the development should be formalised as car free/permit free with the £4000 administrative costs to be met by the applicant.</p> <p>In addition to the above conditions for a CLP and one requiring full details of the proposed cycle parking arrangements is required.</p>	
Conservation	<p>The development site sits on the eastern edge of St Ann's Conservation Area which is characterised as an east – west linear development along the busy St Ann's Road consistently enclosed at its east end by Victorian terraces and is centrally defined by the mature Chestnuts Recreation Ground fronting the St Ann's Hospital, as well as by the cluster of religious and institutional buildings located at the junction with Avenue Road, where St Ann's Church, forms the area's principal landmark. The eastern stretch of the conservation area is characterised by</p>	Noted.

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	<p>the Victorian and Edwardian buildings located on the north side of St Ann’s Road, these are mostly terraces of small residential dwellings with front gardens of varying age and design that have been, to some extents, inappropriately altered and poorly maintained. Within this distinctive, historic street frontage populated by many original buildings that positively contribute to the character of the conservation area, special local interest is afforded by the pair of double-fronted, yellow stock brick, two storey Victorian villas located at Nos. 182 & 184 St Ann’s Road and hosting a piano factory. Despite having lost few original features such as full height stucco pilasters, moulded window and entrance surrounds and moulded parapet cornice, these houses still retain many original features that contribute to their legible architectural and townscape quality. Property at No. 170 St Ann’s Road, the former Victoria Tavern public house, a Victorian three storey red brick property, now fully rendered and converted into residential use, elegantly terminates the linear, easternmost stretch of the conservation area and flanks Kerswell Close, while making a positive contribution to the surrounding street scene.</p> <p>The proposed development for a new residential building plus an Adult Care Hub, will be prominently located just outside the St Ann’s conservation area, at the junction between St Ann’s Road and Seven Sisters Road. The proposed design has been informed by robust pre-application discussion and has been carefully developed as a balanced architectural response to the site opportunities and constraints while acknowledging and addressing the sensitivities of its heritage context.</p> <p>The proposed site-layout, massing, form, and scale of the new development have been very comprehensively designed to suit the siting, topography, landscape, existing surrounding buildings, and urban hierarchy of this prominent corner site, so to both optimise its uses and to define in an honestly contemporary way its urban presence.</p> <p>Worth noting that the development site is a transitional one from many perspectives: it is located in between the conservation area and the progressively taller developments located beyond the railway bridge both along St Ann’s road and Seven Sisters Road, it is located at a turning point between two major arteries in the area, It constitutes the physical and visual gateway into the heritage realm of St Ann’s Road as experienced from the east and south of the railway bridge.</p> <p>And this transitional nature of the site seems to be effectively expressed in the well- calibrated proportions and 5-4 storey heights of the proposed buildings that sensitively mark the shift from</p>	

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	<p>the 2-3 storey townscape of the conservation area to the high-rise buildings dotted all around the Seven Sisters/St Ann’s Road crossroads and neighbouring area.</p> <p>This development proposal sensitively pursues the repair, optimisation and integration of the underdeveloped and under-used development site with its immediate context, which includes the Conservation Area: while providing a distinctively contemporary and site-specific architectural response that makes the most out of the site and its corner location and responds to the built context and to the legibility of the proposed scheme, the scheme involves modest heights that are very respectful of and complementary to the neighbouring Conservation Area, where the proposed buildings, complemented by the mature trees existing on –site, will gently define the increasingly taller and architecturally diverse townscape that already appears in long eastwards views across and outside of St Ann’s Conservation Area.</p> <p>The five storeys building proposed along St Ann’s Road is considered not only acceptable in its heritage setting , but also appropriate as it will effectively, yet gently, mark the significance of the corner site and main junction, while providing a gateway into the conservation area with its key buildings such as the former Victoria Tavern public house that will remain clearly legible and dominant in east-west views along St Ann’s Road.</p> <p>The simple forms, architectural language, windows’ pattern, and proportions, as well as the material palette of the proposed scheme, are clearly aimed to primarily express the specific urban quality of the corner of St Ann’s and Seven Sisters Road through chamfered corners to both blocks, through retention of mature trees and of the leafy nature of that site. But the design is also informed by its heritage context and the simple material palette of buff-coloured bricks, stone, metal balustrades, clearly references the neighbouring buildings along the Conservation Area on St Ann’s Road.</p> <p>By virtue of the exhaustive design exploration and context-led design approach that has thoroughly informed this proposal, it is apparent that the new development would fully seize the opportunities offered by its site’ s potential but will also positively respond to its historic context by complementing the domestic scale of the buildings in the conservation area. The proposed buildings would provide a transitional built element between the scale of the conservation area and both surrounding and emerging high rise developments; the development site will appear in views across and out of St Ann’s Road looking east as a markedly contemporary, very distinctive, new built element of the evolving urban townscape of Haringey and this will happen</p>	

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	<p>without overwhelming, obscuring or clashing with the already diluted quality, character and appearance of the eastern stretch of the conservation area.</p> <p>The new development would have a neutral impact on the conservation area character and views because the whole design process has been driven both by an acute awareness of the sensitivity and relative fragility of the eastern stretch of the conservation area, and by the need to deliver substantial public improvements in the conservation area setting, while avoiding any harm to the surrounding heritage assets.</p> <p>Design options have been largely explored and the least impactful design solutions have been assessed and brought forward coherently with both the design brief, the vision for the site and its area and coherently with the preservation of the conservation area from harm. This has led to an intrinsically well-designed scheme, as exhaustively articulated in the design officer's comments, a scheme that will not affect any feature of special interest of the conservation area but will better connect it to its unavoidably changing wider setting.</p> <p>Accordingly, the proposed development is fully supported from the conservation standpoint.</p>	
Design	<p><u>Location, Description of the site</u></p> <ol style="list-style-type: none"> 1. The application site is located at the junction of Seven Sisters and St Ann's Roads, two major arterial roads, going south-west to north-east and south-east to north west respectively. Seven Sisters underground and overground railway station is located 420m to the north-east and there are plentiful bus services on both streets. The location is in the south-east of the borough, some 500m west of Tottenham High Road, the main north-south arterial spine of the east of the borough and 450m north of the boundary with the Borough of Hackney. Seven Sisters and West Green designated Town Centre is some 500m to the north-east. 2. The site occupies the northern corner of the crossroads formed by Seven Sisters and St Ann's Roads. The crossroads are dominated by the raised London Overground line running east-west through its middle, on a brick and steel bridge between wooded embankments. Opposite the site between Seven Sisters Road and the embankments are small scale industrial workshops and yards, whereas opposite the site between St Ann's Road and the embankment are two storey houses of a post-war council estate. Further 	Noted.

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	<p>post war council houses border the site to the north and north-east, including two storey 1970s terraced houses facing Seven Sisters Road up to the edge of the site and two and three storey 1960s blocks backing onto the site, whilst to the north-west, the St Ann's Road frontage continues as older 18th and 19th century two and three story houses. The housing on Seven Sisters Road is set behind a mounded green strip, containing a striking row of mature plane trees, that continue into the site.</p> <p>3. The site itself is an irregularly shaped plot containing a mixture of further mounded landscaped ground containing trees of various ages crossed by footpaths, an area of surface parking, and on the corner of St Ann's and Seven Sisters Roads itself an existing, utilitarian, single storey, brick building, formerly leased as a retail unit. The two proposed buildings have a direct relationship with neighbours in the adjacent estate, following a complimentary geometry, defining a private courtyard shared between the new and existing neighbouring dwellings, smaller, more defines public green space accommodating all the good quality mature existing trees, whilst the new building frontages activate the street frontages and define and enhance the important corner.</p> <p><u>Planning Policy context</u></p> <p>4. The site is not allocated in Haringey's Local Plan, but the industrial land opposite across Seven Sisters Road is, as SS4 – Gourley Triangle in the Tottenham Area Action Plan (AAP – adopted July 2017). The designation states: <i>“Comprehensive mixed use redevelopment in accordance with a site wide masterplan providing new employment space and residential use”</i>. The council is in early stages of preparing mixed-use proposals for Gourley Triangle, much of which is in our ownership, as well as for residential development on the opposite, southern corner (the Sir Frederick Messer Estate), and has recently received planning permission for residential development on the Remington Road site to the south-west. The fact that the site is not allocated does not preclude the site being suitable for development provided it is in accordance with policy.</p> <p>5. The site is not within but is adjacent to the St Ann's Conservation Area, whose easternmost point is no. 170 St Ann's Road, the former Victoria Tavern public house. This three storey, mid 19th Century building has a white painted stucco front elevation with unadorned full height pilasters, moulded parapet cornice and decorative window surrounds, hood mouldings and sash windows, and is now known as Nos. 1 to 3 Regency Terrace. It is in residential use and is considered in the council's Conservation Area Appraisal (adopted</p>	

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	<p>March 2009) to make a positive contribution to the surrounding streetscene. Conservation Officer colleagues will deal with the detailed heritage and building conservation issues.</p> <p>6. There are no other Planning Policy Designations covering the site. The nearest in the vicinity is the Ecological Corridor and Site of Importance for Nature Conservation (SINC) Grade II covering the railway and its embankments, which would not be affected by this application. The council housing adjacent to the site to the north and north-east and opposite to the south west is in Haringey Council ownership, as is the application site itself. The council is in early stages of preparing mixed-use proposals for Gourley Triangle Allocated Site, much of which is in our ownership, as well as for residential development on the opposite, southern corner (the Sir Frederick Messer Estate), and has recently received planning permission for residential development on the Remington Road site to the south-west.</p> <p><u>Use, Form & Development Pattern</u></p> <p>7. The proposal is for a new residential building housing 25no. residential units, plus an Adult Care Hub. The Adult Care hub and single communal residential entrance provide an active frontage onto the key St Ann's Road - Seven Sisters Road junction. The fact that the single residential entrance is located right on the corner, is designed in a distinctive manner as a single storey link between the two separate residential blocks, and is of generous proportions, adds significant legibility and activation to the most important point on the Seven Sisters Road frontage.</p> <p>8. The built form proposed sits right on and addresses the corner of St Ann's and Seven Sisters Road, replacing the utilitarian and underscaled wholesale food unit of blank frontage, creating a new pavement edge, before stepping back where it becomes the Seven Sisters Road frontage, and then turning through 45° to align with the flank of the existing terraced housing on the north-east side of the site. In this respect it steps away from the building line along Seven Sisters Road, which would normally be the best practice urban design response in a situation such as this, but the building line established in this proposal aligns with the flank wall of the terraced houses to the north-east of the site (addressed as Kerswell Close), and most significantly allows the retention of all of the magnificent line of mature trees along this part of Seven Sisters Road, even the most mature sample on the end of the row, that would have been lost in earlier proposals. The chamfered corners to both blocks allow elements of them to also align with Seven</p>	

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	<p>Sisters Road itself and the line of the railway bridge, forming further alignments to benefit the harmonious way the proposal would sit amongst its surroundings.</p> <p>9. The building footprint leaves three distinct landscaped spaces; a linear-becoming-triangular area on the Seven Sisters Road side containing the continuation of the avenue of trees, a large, formal rectangular, landscaped court between the proposal and the backs of the houses to the east and north-east, and the back gardens of the existing neighbouring houses to the north-west and a wild, wooded, fenced, public garden on the remaining St Ann's Road frontage, between the side wall of the shop, the back of the private communal garden and the side of the end terraced existing neighbouring house. These three proposed landscaped spaces have clear, distinct, contrasting, realistic and useful programmes, as a visual amenity/buffer, as amenity space for proposed and existing neighbouring residents of the development and as a pocket nature reserve.</p> <p>10. The proposed relationships to the existing housing backing onto the site, which currently have back garden gates onto the car park area, will be a significant change, from their back gardens opening up onto a nebulous space containing a significant amount of surface parking, and only separated from busy roads by ill-defined landscaping, to a much more private character, greater privacy and significant buffering from traffic noise. This will give them a much clearer distinction between front and back and much greater real security and sense of security. The private courtyard will be gated at the current road entrance, with access controlled to existing and proposed residents and service providers.</p> <p>11. At present, the site has a very high degree of permeability, with several paths laid out snaking across the site connecting the two main roads with the car park and through to the estate beyond, as well as informal paths of worn grass and mud across grassed and planted landscaped areas, especially a well-worn informal path behind the retail unit and tight against the side of the first house on Kerswell Close. Whilst up to a point greater permeability in urban areas is better than less, especially in town centres, this location, like many mid-20th-century estates, has too much, so that there is currently no clear distinction between front and back, public and private, movement and static activity. This proposal, by reducing the number of formal and informal paths across the site, restricting pedestrian routes to public streets with front doors facing onto them and buildings or defined amenity spaces bounding them, will give the immediately surrounding area a better, more appropriately scaled and better defined urban form.</p>	

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	<p data-bbox="541 233 869 261"><u>Height, Bulk & Massing</u></p> <p data-bbox="562 298 1793 662">12. The proposal, at five storeys at the corner of Seven Sisters and St Ann's Roads, dropping to four, is not a tall building; the Council's Local Plan Strategic Policies define tall buildings as 10 storeys or over, proposed to be reduced in the emerging Local Plan (in line with Government guidance) to six. It is however a <i>taller</i> building, rising 3-4 storeys above the prevailing height of much of its surrounding context, which is mostly in the 2 or 3 storey range. There are other tall and taller buildings nearby though, particularly the two high rise 1960s blocks, Twyford House and Perry Court, immediately south of the railway on the opposite side of the Seven Sisters/St Ann's Road crossroads. Further <i>taller</i> buildings in the vicinity include Edgecot Grove, a large '60s/'70s development occupying a whole city block just a block to the north. Therefore there is precedent in the neighbourhood for greater height than proposed, in principle.</p> <p data-bbox="562 699 1793 995">13. The modest height proposed in this development is considered more appropriate to the neighbouring Conservation Area, where a taller building would be prominent in long views down St Ann's Road, currently closed by the mature trees on the site. The taller, five storey element is focussed on a more appropriate location for a taller building, the crossroads, the main junction, and a significant node in the local street network. Where the proposal gets closer to the existing neighbouring two and three storey housing; 2 storey along Seven Sisters Road and backing onto the north-west side of the site, the proposal drops down to four storeys, which will be within the range of acceptable contextual height for neighbourly integration.</p> <p data-bbox="562 1032 1793 1295">14. The massing of the proposal treats the five storey element as a distinct volume, separated from the four storey volume, with a single storey gap allowing a glimpse into the courtyard and out from the courtyard to the trees and railway, allowing more visible sky, day light and sunlight into the courtyard and neighbouring existing houses. There are also single storey gaps at either end of the development, having a similar effect. This is an appropriate massing, responding to and reinforcing the legibility of the street and urban block. The block depth is slightly greater than the typical residential terraces surrounding, however this is not really perceived, as the ends of the blocks are faceted.</p> <p data-bbox="541 1333 1041 1360"><u>Approach, Accessibility & Legibility</u></p> <p data-bbox="562 1398 1793 1425">15. All flats in the proposal would be accessed off a single communal block entrance located in</p>	

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	<p>the gap between the two blocks, on the Seven Sisters Road frontage, right at its corner with St Ann's Road. This is an exemplary clear and convenient location for an entrance.</p> <p>16. It is normally recommended that there should be no more than 25 flats in total, and no more than eight flats per floor accessed off each street entrance. In this case the proposal has 25no. flats in total, in two cores accessed off the central courtyard, itself accessed by one door or one gate, and no more than four flats per floor accessed off each core. The entrance off the street will lead via extra-wide, access controlled doors into a covered external porch, with access to the cycle store. This design should be capable of providing safe, secure, convivial and distinctive access and approach to residents' homes.</p> <p><u>Dwelling Mix, Block Layout and Aspect</u></p> <p>17. To produce mixed and balanced communities where residents of different ages and family circumstances can find suitable homes, it is recommended that developments contain a range of different dwelling sizes suited for from single person to larger families, appropriate for population need. It is appropriate for the mix to be treated flexibly, so that a greater proportion of smaller units would be acceptable in higher density locations close to public transport nodes and town centres, and a greater proportion of family sized units in lower density "hinterland" locations with more access to green space and reliance on parking. This location has good Public Transport Accessibility (PTAL of 4) and is a short walk from Seven Sisters tube and Overground station and the Seven Sisters and West Green Road designated District Centre, so is suitable for a greater proportion of smaller units. It is also surrounded by low rise mid 20th century housing of mostly family sized units, so although this proposal is of all small units, that would contribute to an appropriate balance of housing sizes in this specific location.</p> <p>18. The proposed housing blocks are laid out with a central stair and, in the case of the five storey block, lift, and open "gallery" access, so that no flats are single aspect. Single bedroom flats have kitchen and hall windows onto the access gallery and habitable rooms onto the street, with bedrooms generally set behind their recessed balcony, so they will benefit from cross ventilation; ventilation to the street side is designed to prevent noise and pollution. All the larger flats are at the ends of the block and benefit from triple aspect, with bedrooms located to avoid the noisier street frontage.</p>	

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	<p data-bbox="541 228 1556 261"><u>Residential Design Standards, Internal Layout & External Amenity Space</u></p> <p data-bbox="562 293 1791 391">19. As is to be routinely expected, all flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, generally significantly, so as to meet the council's own higher internal housing standards.</p> <p data-bbox="562 423 1791 724">20. All flats are provided with private amenity space exclusive to that apartment, in the form of balconies or private gardens to ground floor flats. In addition, there is proposed to be a generous communal amenity space containing a good range of distinctive, characterful, functional areas, from equipped children's play space, seating areas amongst ornamental landscaping, disabled residents' car parking, and servicing access for refuse collection and maintenance. Access will be extended to residents of the existing estate who's back gardens open out onto the courtyard, so that the proposed private communal landscaping is likely to be well suited to the outdoor amenity requirements of the existing and proposed residents.</p> <p data-bbox="541 756 1310 789"><u>Elevational Treatment; Fenestration Materials & Details</u></p> <p data-bbox="562 821 1791 1089">21. The materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different buff coloured bricks, in bands to subtly break up the apparent mass of the building and define a base, middle and top. This references the local heritage of the neighbourhood, particularly the immediately neighbouring Conservation Area along St Ann's Road. Regular fenestration of large, vertically proportioned windows also references the local context, with the verticality of the fenestration balancing the horizontality of the banding.</p> <p data-bbox="562 1122 1791 1292">22. The brick is complimented with a buff coloured precast concrete (artificial stone) used for banding, cills and lintels. Windows are designed with deep reveals to give depth to the building and greater privacy. Light grey metal balustrades to balconies, access galleries and taller windows provide good daylight access whilst their fin design provide privacy at an angle, whilst the high upstand adds further to privacy and hiding clutter.</p> <p data-bbox="541 1325 722 1357"><u>Conclusions</u></p> <p data-bbox="541 1390 1791 1422">These proposals would create a pair of new housing blocks of attractive proportions and</p>	

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	<p>appropriate height, bulk and massing, designed with intelligence, consideration and thoughtfulness to avoiding harmful impacts on neighbours and complimenting and improving the urban legibility of the neighbourhood. The loss of green space is not harmful in urban design terms as the existing green space is of very poor quality and little use as amenity space, whereas the proposals would retain all the most valuable, mature trees, create better quality public and private communal amenity space, of greater utility, legibility and attractiveness, also improving security, privacy, noise and dust protection to neighbouring existing residents. The proposed residential accommodation is of excellent quality, meets local and borough wide housing need, especially for affordable new Council housing, is particularly strong in shared external amenity provision, and will make a significant contribution to improving the legibility, safety and attractiveness of its location and of the neighbouring estate and wider surroundings.</p>	
<p>Carbon Management/ Energy & Sustainability</p>	<p>Overall, it is considered that the application can be supported from a carbon reduction and sustainability point of view.</p> <p>Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy Plan - Sustainability Review - Overheating - BREEAM Certificate - Living roofs - Biodiversity - Be Seen energy monitoring and data upload - Future DEN connection <p>Legal Heads of Terms Calculation and payment of carbon offset contribution (based on £2,850 per tonne of carbon emissions + 10% management fee) to ensure the scheme is zero carbon.</p>	<p>Noted. Conditions/ Planning Obligations attached.</p>
<p>Waste</p>	<p>Having reviewed the application and specifically section 6.2 of the DAS relating to refuse and recycling, detail is limited however there has been communication and discussion in reference</p>	<p>Noted.</p>

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	<p>to this proposed development between planning officers and the waste team previously (December 2021) when initial plans/servicing options were reviewed and a preferred approach specified. These comments have been acknowledged and worked into the application.</p> <p>Access on to site for the collection vehicles will be from Kerswell Close. Both bin stores are accessible and compliant with the 10m drag distances requirements as set out in the council's SPD. There is space within the courtyard for the collection vehicle to safely manoeuvre, collect bins and exit. Swept path analysis has not been included in the DAS but the drawings mark routes clearly and show this to be possible.</p> <p>There is reference to the bin stores being sized to accommodate 4 x 1100l bins. Based on the schedule of accommodation the bin requirements and split for each block will be:</p> <ul style="list-style-type: none"> - Block A (11 units) - 2 x 1100l refuse, 2 x 1100 mixed dry recycling, 1 x 140l wheeled bin for food waste - Block 2 (14 units) - 2 x 1100l refuse, 2 x 1100 mixed dry recycling, 1 x 140l wheeled bin for food waste <p>All waste streams for this development will be collected on a weekly basis. I hope these comments are helpful.</p>	
LBH Pollution	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Energy Statement dated August 2022 with the conclusion that Photovoltaics and ASHP would be the site source of energy, Air Quality Assessment with reference 9644 dated August 2022 taken note of the applicant submission on Methodology, Baseline Air Quality, Potential Impacts, Predicted Concentrations at the proposed development, Air Quality neutral, mitigation, summary & conclusions with the submission that, the development will be car free with heat and hot water to be supplied by Air Source Heat Pumps (ASHP) and the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021 taken note of Table 9: Updated Conceptual Site Model (generic quantitative risk assessment), sections 5 (Geo-environmental Assessment), 6 (Ground Gas Risk Assessment), 7 (Updated Conceptual Site Model) and 8 (Summary & Recommendations) with the need for additional ground gas investigation and assessment, please be advise that whilst, we have no objection to the proposed development in relation to</p>	<p>Noted. Conditions and informative added</p>

Stakeholder	Question/Comment	Response
	<p>AQ and Land Contamination, the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work: a. Using the information already submitted in the Geotechnical Design Report with reference 105079 – PEF – XX – XX – RP – GT – 10001 P02 prepared by Pell Frischmann Ltd dated 13th December 2021, additional ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. 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 any additional remediation requirements where necessary. b. 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. c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; d. 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> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination 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.</p> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM</p> <p>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.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>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 NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>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.</p> <p>Reasons: 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. 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</p>	

Stakeholder	Question/Comment	Response
	<p>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; <p>3</p> <ul style="list-style-type: none"> 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. Dust Monitoring and joint working arrangements during the demolition and construction work; 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; 	

Stakeholder	Question/Comment	Response
	<p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>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);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>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>Informative:</p> <p>1. Prior to the demolition or construction on the existing building and land, 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. I hope the above clarify our position on the application? Otherwise, feel free to contact us should you have any further query in respect of the application quoting M3 reference number WK/546728</p>	
Flood and Water Management	<p>Having reviewed applicant's submitted Flood Risk Assessment and Drainage Strategy document reference number 61541 KERS01 Revision P2, dated 2nd August 2022 prepared by McBains Consultants, we have no comments to make on the above planning application.</p> <p>If the application site is constructed as per the above Flood Risk Assessment and Drainage Strategy document, we are satisfied that the impacts of surface water will be addressed adequately.</p> <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	Noted. .
LBH Building Control	No objections such that to compliance with Building Control Regulations.	Noted.

Stakeholder	Question/Comment	Response
LBH Arboriculture	<p>Comment 1:</p> <p>Overview An Arboricultural Impact Assessment (AIA) and an overall general Arboricultural Method Statement (AMS) have been submitted with the case. The reports have been carried out by Treework Environment Practice (TEP) and both are dated August 2022.</p> <p>The reports have been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the report including the tree quality and classification. The London Plane trees T11- T14 could possibly merit a category A.</p> <p>There is a lack of remarks or short summaries within appendix 1 tree survey table for observations. Only Capital Asset Value for Amenity Values (CAVAT) populate the comments. However, it is possible that there was nothing more worth noting. It is recognised that the large mature London Plane trees T11- 14 act as an important buffer on the east boundary adjacent to Seven Sisters Road. A ground penetrating tree radar assessment was also carried out in 2018 for T11- 14. This is a further tool to aid with the theoretical root protection areas (RPAs), and aids in the process of planning and decision making.</p> <p>T15- T32 have been highlighted for removal. Many of the trees are classed as category C and U trees except for two Horse Chestnut trees T15 & T18 (see below for further information.) Trees for Retention, Removal, Re planting and Transplanting</p> <p>In summary:</p> <ul style="list-style-type: none"> • 33 trees were surveyed • No category A trees were highlighted (High quality) • 11 trees were categorised as B (moderate quality) • 15 trees were categorised as C (low quality) • Seven trees were identified as U (unsuitable) <p>To be removed:</p> <ul style="list-style-type: none"> • Two category B trees 	Noted. Conditions added.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • 12 category C trees • Seven category U trees <p>To be retained:</p> <ul style="list-style-type: none"> • Eight trees are to be retained • Four semi mature Birch trees are to be transplanted <p>New Planting:</p> <ul style="list-style-type: none"> • 20 trees to be planted (18 trees with 20- 25cm girths, two impact trees with 30- 35cm girths) • Four off site trees to be planted within the immediate vicinity of Kerswell Estate <p>A site visit, with interested parties, was carried out on the 17/05/2022. Trees T15- T32 early mature/ mature form a collective group made up of mostly Ash, understory Hawthorn, and two Horse Chestnut trees. The proximity of these trees has led to their growth being leggy. This gives individual poor morphology and form to the tree crowns.</p> <p>It was also observed that the Horse Chestnuts had bleeding canker. Enhanced planting has been proposed for the site. Tree species with good urban fitness, diversity, drought tolerance, disease resistance, interesting characteristics, suitability for the site, and an avoidance of monoculture have been chosen. CAVAT is a monetary valuation tool based on the tree trunk growth formula. The current CAVAT tree value for the trees to be removed is £106, 764. The net gain with the new 24 trees to be planted is £108, 420.</p> <p>Conclusion & Conditions</p> <ul style="list-style-type: none"> • Providing all the sections and paragraphs within the AIA are adhered to and conditioned, including the Tree Protection Plan (TPP), facilitative pruning, piling within the RPAs of T13 & T14, I see no issues with implementing the proposed works • AMSs will be required for all works within the RPAs as set out in the AMS recommendations submitted by TEP • Specification for tree pits and planting are provided along with species list • An Arboriculturist Consultant is kept on throughout the development and for a period after completion • A five-year aftercare programme is established to maintain the trees and establish independence within the landscape • All tree losses are replaced 	

Stakeholder	Question/Comment	Response
	<p>The only off-site tree planting is on a grass area within Kerswell Close Estate (four new trees). From the site meeting 17/05/2022 it was agreed that further off-site street planting would be carried out along the highway with several possible sites highlighted on Kerswell Close (four- to five more street trees).</p> <p>Whist there is a small gain in future canopy cover, we would like to see the further street planting implemented.</p> <p>Comment 2: Off street planting is acceptable.</p>	
EXTERNAL		
Thames Water	<p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.</p> <p>Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</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.</p>	<p>Noted. Condition and informatives attached.</p>

Stakeholder	Question/Comment	Response
	<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.https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes. 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-your-development/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. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes 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 If you are planning on using mains water for construction purposes, it's important you let</p>	

Stakeholder	Question/Comment	Response
	<p>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. The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition 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 water 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 water utility infrastructure. Piling has the potential to impact on local underground water 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-your-development/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 development.</p>	
Designing Out Crime Officer	<p>With reference to the above application we have 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</p>	

Stakeholder	Question/Comment	Response
	<p>relation to Crime Prevention (Appendices 1). We have met with the project Architects and agent to discuss Crime Prevention and Secured by Design at both feasibility and pre-application stage and have discussed our concerns around the design and layout of the development. The Architects have made mention in the Design and Access Statement referencing design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs to ensure that the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</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 be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. 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.</p> <p>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: A. Prior to the commencement of above ground works of 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. Accreditation must be achievable 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. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Informative: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out</p>	

Stakeholder	Question/Comment	Response
	<p>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:</p> <p>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>Transport for London</p>	<p>Comment 1:</p> <p>Thank you for consulting TfL. With regards to the above planning application, TfL has the following comments: The site of the proposed development is on the A503, Seven Sisters Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. The footway and carriageway on the A503, Seven Sisters Road must not be blocked during the construction of the development. Temporary obstructions during the development must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A503, Seven Sisters Road. All vehicles associated with the construction of the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences</p> <p>The cycle parking proposed meets the requirements for the residential usage, however it does not include enough cycle parking for the Adult Care Hub. More information is needed on the number of staff who will be working at one time in the Adult Care Hub to fully determine the quantum cycle parking required. The cycle parking should be located in a secure, sheltered, and accessible location, and should meet design standards set out in Chapter 8 of the London</p>	<p>Noted. Revised plan sent to TfL for comment.</p>

Stakeholder	Question/Comment	Response
	<p>Cycle Design Standards (LCDS).</p> <p>The only long-stay cycle parking proposed is two-tier stands which are not usable for all users and all types of cycles, they should therefore be used in conjunction with other types of stands in compliance with LCDS Chapter 8.2.6.</p> <p>Any hoarding for the proposed development would be subject to a separate Section 172 licence application under the Highways Act 1980 to the Asset Operations team at TfL.</p> <p>Any scaffolding for the proposed development would be subject to a separate Section 169 licence application under the Highways Act 1980 to the Asset Operations Team at TfL.</p> <p>Considering the surrounding area and the sites proximity to a school and hospital all deliveries and collections at the site should be scheduled to prevent more than one vehicle arriving at once in order to minimise impact on the TLRN. Consolidation is recommended. These deliveries should also be done outside of peak school hours.</p> <p>TfL requests that all vehicles should access and egress the site in a forward gear in order to mitigate danger caused by reversing in line with London Plan Policy T4 Part F “Development proposals should not increase road danger”.</p> <p>The site boundary is next to London Underground Zone of Influence. Location Enquiries at TfL need to be contacted for their comments regarding this. Contact them on SMBLocationEnquiries@tfl.gov.uk.</p> <p>TfL requests additional information is provided as outlined above prior to being supportive of the application.</p> <p>Comment 2: Yes the now proposed cycle parking is in line with policy and meets the requirements</p>	
Transport for London (Safeguarding)	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p>	<p>Noted. Condition added.</p>

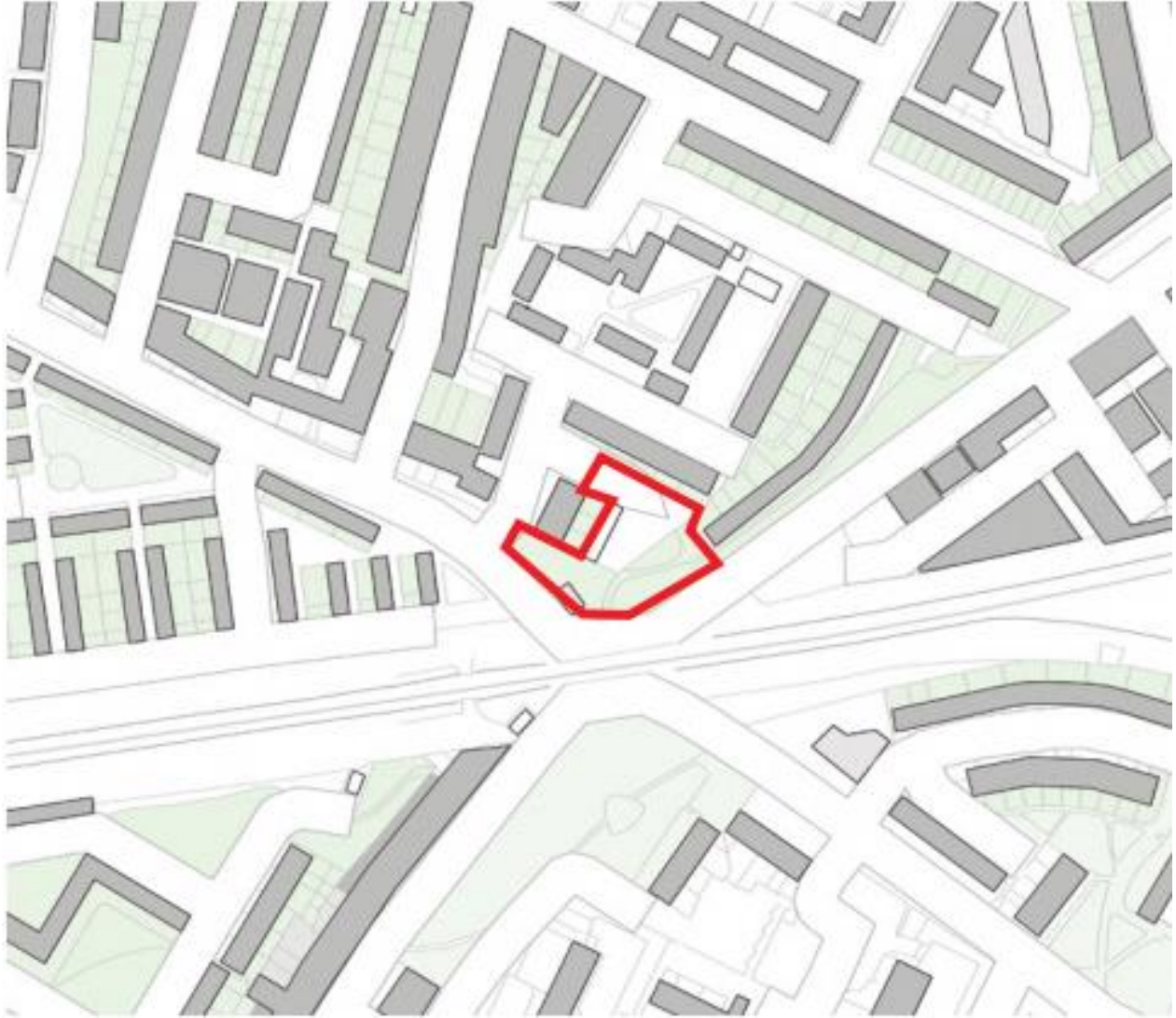
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • provide foundation and layout details in due course <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p>	
Crossrail 2	No objection.	Noted.

<p>NEIGHBOURING PROPERTIES</p> <p>No of individual responses: 5</p> <p>Objecting: 1 Neither: 4</p>	<p><u>Proposed structures should not exceed 3 storeys</u></p> <p><u>Additional parking required</u></p> <p><u>No need for more play space (already new play space on estate)</u></p> <p><u>Existing play area (at Kerswell Close) should be converted into a car park to compensate for loss of parking</u></p>	<ul style="list-style-type: none"> • Given the sites' location on the corner of two significant roads, surrounding precedents for taller buildings and the higher housing density requirement of the London Plan (20210, the site is considered appropriate for 5 storeys where this does not significantly, adversely affect neighbouring properties. • The proposal is car-free. On-street parking surveys have found significant capacity in the surrounding streets for any displaced parking. The existing car-park is also underutilised. • The additional play space forms part of a wider landscape strategy and will serve residents of both the proposed developments and existing properties that back on to the site. Play space is considered a necessary amenity for any residential proposal • The LPA seeks to preserve and enhance play
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	<p><u>Loss of sunlight to neighbouring properties</u></p> <p><u>Trees not replaced with ones of comparable size</u></p> <p><u>Capacity of Local Medical Services</u></p> <p><u>Supermarket (with controlled pricing) could be located on the ground floor</u></p> <p><u>Mix of housing insufficient</u></p>	<p>spaces. The proposal is car-free. On-street parking surveys have found significant capacity in the surrounding streets for any displaced parking. The existing car-park is also underutilised and there is no requirement for further parking.</p> <ul style="list-style-type: none"> • The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be adversely affected to a significant degree. • 20 new trees are to be planted (18 trees with 20- 25cm girths, 2 impact trees with 30- 35cm girths) • The proposal is not so significant as to severely affect local services. • The site is not considered suitable for a Super market use as it is location outside a town centre. An Adult Care Hub is provided on site as a community facility. • The proposed housing mix provided a range of unit sizes including family homes. The mix is considered acceptable given the urban location of site.
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Appendix 3 Plans and Images

Location Plan



Aerial View



Elevation from Seven Sisters Road 1



St Ann's Road

Block A

Block B

Seven Sisters Road

Elevation from Severn Sisters Road 2



view from St Ann's Road



Landscaping Plan.





Appendix 4 Development Management Forum

Planning Sub-Committee pre-application briefing 7th February, 2022

Minutes:

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

- It was clarified that the applicant team was no longer proposing to locate a house in the centre of the courtyard as, following discussions with the Planning Team, it was considered better to have an area of open space. It was explained that a four bed wheelchair unit was now proposed instead of a house.
- Some members queried the accuracy of the diagrams provided in the report. The Planning Officer explained that the proposals were being developed and that there had been some changes since the diagram was circulated. It was noted that the only key difference was the introduction of a four bed wheelchair unit in place of the previously proposed house.
- It was noted that a previous application for this site had been submitted by a different applicant and the current application had been submitted by the Council. The Planning Officer clarified that there was no relationship between the previous applicant and the Council.
- The Committee enquired about the layout of the proposals and whether it would be possible to deliver additional units by amending the use of the space near Kerswell Close. The applicant team explained that this had been considered with the Quality Review Panel (QRP) and Planning Officers and that some useful feedback had been received. It was considered that any building on the northern frontage would negatively impact both the garden area and the service road. It was added that the current proposal felt more connected to the surroundings and that there would be an opportunity to enhance the area, including through co-production with residents.
- In response to a query about the location of the site in a critical drainage area, the applicant team noted that there would be drainage, including sustainable drainage.
- It was enquired whether the screening from trees would be effective during the winter. The applicant team noted that there would be some screening from trees in winter but that this was likely to be reduced. It was added that root preservation and the presence of birds on site would also need to be addressed.
- The applicant team explained that all but one of the flats would be dual aspect and that daylight and sunlight consultants were looking at each flat.
- It was clarified that family units would only be located on the ground and first floors. The taller blocks would have a lift and the four storey block would have stairs.
- The Committee expressed some concerns that the lighter brickwork proposed for some areas of the building would be damaged by pollution and would have a negative visual impact, particularly if the façade was rendered. The applicant team clarified that the façade would be made of brick rather than rendered and that textured and flecked bricks, which would weather well, were being considered. It was added that there was a reasonable precedent for lighter bases in London so this would not be automatically discounted as an option.

- Some members highlighted the concerns expressed by the QRP about the height of the buildings and that the buildings should have lifts to accommodate the large family units. The applicant team explained that the mix of units had changed as the scheme design had evolved. The height of the scheme had been reduced and it was currently proposed to have 25 flats, with 4 family units, 12 two bed units, and 9 one bed units.
- It was clarified that the QRP was a group of professional design experts and did not include councillors.
- In relation to trees on the site, the applicant team explained that it was aimed to retain the largest and best quality trees and to re-provide trees that were lost. It was added that the proposals would involve re-providing trees in more barren areas.
- It was noted that the houses in the immediate vicinity would have access to, and would be included in co-producing, the open spaces.

The Chair thanked the applicant team for attending.

Appendix 5 Planning Committee Pre-Application Briefing

KERSWELL DMF NOTES 9TH FEB – summary topics

- Ownership of existing buildings and car park
- Parking – existing and proposed
- Privacy
- Tree protection and new planting
- Engagement with community
- Environmental impact
- Loss of access to/around site
- Community hub usage
- Commercial provision
- Cycle parking
- Cycle infrastructure locally
- Gourley Triangle impact
- Pollution
- Impact from traffic
- Impact from railway
- Relationship with existing community facilities
- Management of site
- Community space for elderly people
- Play space
- Impact on local parks
- New bus stop

Appendix 6 Quality Review Panel

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Haringey Quality Review Panel

Report of Chair's Review: Kerswell Close

Wednesday 20 April 2022

Clockwise, Greenside House, 50 Station Road, London N22 7DE. Room 5M1

Panel

Peter Studdert (chair)
Marie Burns

Attendees

Suzanne Kimman	London Borough of Haringey
Chris Smith	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Joe Brennan	Frame Projects
Kate Trant	Frame Projects

Apologies / copied to

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey

Report of Haringey Quality Review Panel
20 April 2022
HQR75_ Kerswell Close

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1. Project name and site address

Kerswell Close, London N15 5HT

2. Presenting team

Martin Cowie	Principal Planner, Haringey Council
Geertje Kreuziger	Design and Technical Lead, Haringey Council
Ziba Adrangi	Newground Architects
Guilherme Cunha	Newground Architects
Joe Todd	Turkington Martin Landscape Architects
Sara Godinho	XCO2

3. Planning authority briefing

The site occupies a prominent position on the northern junction of Seven Sisters Road and St Ann's Road, and forms part of Haringey's programme for the development of vacant or underused land for the provision of new housing for council rent. The site is not subject to any specific planning policy designations, although the St Ann's conservation area is located a short distance to the west. The site has a maximum PTAL of four and is located within the St Ann's controlled parking zone.

The proposal comprises two blocks of four and five storeys, connected by a single-storey entrance facing onto Seven Sisters Road and St Ann's Road. It includes 25 social rented housing flats, four of which are family-sized units. Two non-residential units are proposed at ground level—a community hub for the support of social work in the local area, and a workspace. The scheme also provides a communal amenity and play space to the rear of both blocks, as well as refuse and cycle storage facilities.

The development requires the removal of some of the existing trees on the site. New tree planting is proposed for the site and the surrounding area adjoining the estate, with this subject to public consultation.

This proposal has been submitted in the context of a planning application (Haringey Ref. HGY/2018/3553) refused at appeal in October 2019. The appeal was dismissed on grounds of inappropriate tenure and mix of affordable housing, with that appeal proposal having a similar height, massing and layout to the current proposal. The appeal also established that the partial loss of the existing green verge on which the development would be built is acceptable, subject to its replacement with high-quality landscaping.

Pre-application discussions have focused on block heights and massing, impact on the nearby conservation area, trees and landscaping, development layout and local amenity impact.



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4. Quality Review Panel's views*Summary*

The panel welcomes the way the scheme has progressed since its previous review. It is broadly supportive of the proposals but continues to regret the loss of trees on the site, particularly the veteran plane tree at the corner of Seven Sisters Road and St Ann's Road. While the panel recognises the local authority's need to prioritise housing provision in the area, it feels that every effort should be made to avoid the loss of this tree. The panel also suggests a detailed sectional analysis of the landscaping of the site, and how the proposed development may have an adverse effect on the root system of those trees to be retained.

The overall massing and detailing of the blocks currently proposed are welcomed by the panel; however, the panel asks that further thought is given to how the entrance to the scheme might be adjusted so as to eliminate the need for the removal of the plane tree. The panel also suggests that more generous provision is given to the stair access to the four-storey block, particularly given that this block has no lift access. At the same time, the panel appreciates the revisions made to the scheme's decks and balconies, which are providing all the flats with views onto the shared amenity / play space.

These comments are expanded below.

Response to context

- The reduction in the height of the block facing St Ann's Road by one storey is seen as a welcome improvement by the panel, as is the enlarged central garden.
- Overall, the panel feels that the massing of the blocks now being proposed for the scheme is appropriate to the context.
- However, the panel remains concerned about the proposed removal of the mature plane tree at the key junction of Seven Sisters Road and St Ann's Road, along with other mature trees across the site. It is disappointed not to have been able to review at least one option for this development where the retention of the plane tree was prioritised.

Access strategy

- The panel suggests that a less grand entrance shifted slightly to the northeast, along St Ann's Road, might help enable the retention of the plane tree. Exploration of this option could also seek to minimise the development's impact on the adjacent trees and their root systems.
- The panel has reservations as to how refuse collection may conflict with residents' amenity / play space access. The panel recommends further scrutiny of the management of refuse on the site.

Report of Haringey Quality Review Panel
20 April 2022
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- The panel understands that it is the council's policy not to provide lift access for residential blocks under five storeys. However, it feels that this is not ideal, given the likely diverse occupancy over the building's life.
- If there remains no provision for lifts, the panel would like to see more generous stairs, to create enjoyable circulation spaces and improve access e.g. for furniture delivery.
- The suggestion that the communal amenity / play space is accessible to both existing and new residents is applauded by the panel.

Architecture

- The panel feels that, in terms of massing, chamfering and detailing, the development of the scheme's architectural treatment is positive.
- The uses of two colours of brick, to differentiate the ground / entrance level and other floor levels across the scheme, is also supported by the panel. This helps avoid the risk of chamfered comers giving a bulky appearance.
- Similarly, the development of balcony details and orientation is viewed positively by the panel, particularly that all the residents have access to balconies / decks looking onto the amenity / play space.
- The panel feels that the planning of the flats is a good, with dual aspect allowing through-ventilation, inward-facing access decks and outward-facing balconies.
- The panel stresses the importance of ensuring that the architectural detailing set out in the proposals—for instance, differentiated brickwork, lintels, glazing, louvres—does not suffer from value engineering as the project develops, as these details are essential to the integrity of the scheme's architecture overall.

Landscape

- The panel is unconvinced by the sectional analysis addressing the impact of the development on the root structure of those trees to be retained—especially on the Seven Sisters Road elevation. It suggests further detailed tree studies to support the design process and planning submission.
- The panel notes that the removal of trees will have a negative impact on biodiversity and cooling, as well as in terms of townscape.
- As well as root impact studies, the panel recommends a survey of all the trees on the site as some of those currently planned to be retained appear to be in poor health.
- The panel supports the revised scheme's approach to the central courtyard and play space, appreciating the generous provision this offers.



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- The panel also supports the intention for this area being used as a part of the overall biodiversity strategy for the site, with this accounting for both new species of trees and diverse ground-level planting.
- The panel looks forward to the scheme's landscape strategy being taken further through consultation with the local community and the local authority.

Sustainability

- The panel applauds the scheme's Passivhaus ambitions, as well as its aim to achieve net zero carbon on site.
- The panel also welcomes the PV strategy for the project and looks forward to further details as this aspect of the scheme develops.
- The scheme's biodiverse landscape strategy, through-ventilation and acoustic / ventilation panels are all viewed as positive components of the sustainability strategy.
- The panel reiterates, however, that the current approach to the trees on the site remains a concern, both with regard to issues relating to shade and comfort, as well as the implications of removing healthy, mature trees unnecessarily.

Next steps

Should significant alterations be made to the proposal, the panel would be pleased to review it again.



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Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The

Council will support design-led development proposals which meet the following criteria:

- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- b Make a positive contribution to a place, improving the character and quality of an area;
- c Confidently address feedback from local consultation;
- d Demonstrate how the quality of the development will be secured when it is built; and
- e Are inclusive and incorporate sustainable design and construction principles.

Design Standards**Character of development**

B Development proposals should relate positively to their locality, having regard to:

- a Building heights;
- b Form, scale & massing prevailing around the site;
- c Urban grain, and the framework of routes and spaces connecting locally and more widely;
- d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- e Rhythm of any neighbouring or local regular plot and building widths;
- f Active, lively frontages to the public realm; and
- g Distinctive local architectural styles, detailing and materials.



Planning Sub Committee 29 November 2022

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/1833

Ward: Hermitage & Gardens

Address: St Anns General Hospital St Anns Road London N15 3TH

Proposal:

Hybrid Planning Application for:

- (1) Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces;
- (2) The demolition of existing buildings and structures in Phases 1B, 2 and 3 (in accordance with the demolition plan);
- (3) Outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.

Applicant: Hill Residential, Catalyst Housing Limited and Catalyst by Design Limited

Ownership: Private/Public

Officer contact: Christopher Smith

Date received: 07/07/2022

- 1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would meet the requirements of Site Allocation SA28 by providing high-quality new housing and new non-residential uses on this underutilised former hospital site. The previous medical uses have been consolidated on a retained medical campus immediately adjacent to the application site.

- The development would provide up to 995 new homes including up to 595 new affordable homes (60% of the total), which exceeds policy. The housing is provided in a range of sizes and typologies including the provision of 17% family-sized homes.
- The development would provide 38 specialist homes for older adults which contributes significantly towards the Council's policy targets for specialist older persons housing as required by Policy H13 of the London Plan.
- The development would be of a high-quality design which responds appropriately to the local context. It would improve connectivity into and through the site, provide new and usable open space and improve the local public realm. The development is supported by the Council's Quality Review Panel.
- The development's low level of less than substantial harm to the significance of local heritage assets is outweighed by the public benefits that would arise from the provision of a significant number of new homes with a substantial amount of affordable homes, a new route through the site, new construction and end user jobs, the provision of affordable workspace, and other community benefits.
- The development would provide high-quality residential accommodation of an appropriate size, mix and layout within a well-landscaped environment that would provide a significantly enlarged Peace Garden, new amenity and children's play spaces, increased urban greening and increased biodiversity net gain.
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding a loss of sunlight and daylight, outlook or privacy, and there would not be excessive levels of noise, light or air pollution.
- The development would provide 167 car parking spaces for the new homes including up to 5% wheelchair-accessible parking. Sustainable transport options would be promoted through the provision of high-quality cycle parking, improved connections and wayfinding to public transport hubs, car club spaces and travel plans. A significant contribution towards improving cycling infrastructure around the site would be secured through planning obligations.

The development would include a range of measures to maximise its sustainability and minimise its carbon emissions. The residential parts of the development would achieve a 76% reduction in carbon emissions against 2013 Building Regulations. The development is expected to connect to the district energy network in this area when it becomes available.

- The 114 trees and 30 tree groups removed would be replaced with 471 new trees an increase of 83 more new trees than were initially proposed, that maximises the amount and quality of tree planting on site.
- The findings of the submitted Environmental Statement have been taken into account during the consideration of this application. Its findings are referenced, where relevant, throughout the report.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Assistant Director of Planning, Building Standards & Sustainability or the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a legal agreement providing the obligations as 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 23rd December 2022 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 shall be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives; and
- 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 and informatives 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, Informatives and Heads of Terms

Summary of Conditions (a full list is included in Appendix 1)

- 1) Time limit
- 2) Approved plans and documents
- 3) Phasing plan
- 4) Delivery and servicing plan
- 5) West-East connections
- 6) Whole life carbon assessment
- 7) Post construction monitoring
- 8) Demolition logistics plan
- 9) Demolition environmental management plan
- 10) Construction logistics plan
- 11) Construction environmental management plan
- 12) Secured by design
- 13) Air quality and dust management
- 14) NRMM
- 15) Plant and machinery
- 16) Remediation strategy
- 17) Verification report
- 18) Monitoring and maintenance plan (contamination)
- 19) Unexpected contamination
- 20) Borehole management
- 21) Piling management statement
- 22) Drainage systems
- 23) Source protection strategy
- 24) Water pressure
- 25) Considerate contractor
- 26) Arboricultural method statement (Phase 1B)

- 27) Arboricultural method statement
- 28) Revised energy statement
- 29) Overheating
- 30) Building user guide
- 31) Energy monitoring
- 32) Ecological enhancement
- 33) Non-residential uses
- 34) Hours of operation
- 35) Permitted development
- 36) Rainwater harvesting
- 37) Satellite dishes
- 38) Tree replacement
- 39) Water use
- 40) PVs
- 41) Broadband
- 42) Noise assessment
- 43) Public highway
- 44) Drainage management and maintenance plan
- 45) Boundary wall
- 46) Public areas (management and maintenance)
- 47) Courtyard access
- 48) Electric charge points (vehicular)
- 49) Written scheme of investigation
- 50) External lighting
- 51) Car parking management (Phase 1A)
- 52) Delivery and servicing (Phase 1A)
- 53) Arboricultural method statement (Phase 1A)
- 54) Cycle storage (Phase 1A)
- 55) Landscaping (Phase 1A)
- 56) Materials (Phase 1A)
- 57) Green roofs (Phase 1A)
- 58) Fire strategy (Phase 1A)
- 59) Fire strategy statement (Phase 1A)
- 60) Surface water drainage (Phase 1A)
- 61) Reserved matters submissions (Outline)
- 62) Reserved matters timeframe (Outline)
- 63) Reserved matters compliance statement (Outline)
- 64) Outline parameters (Outline)
- 65) Drawing references (Outline)
- 66) Cycle provision (Outline)
- 67) Accessible housing (Outline)
- 68) Landscaping (Outline)
- 69) Fire statement (Outline)
- 70) Ecological impact assessment (Outline)
- 71) Car parking management (Outline)
- 72) Green roofs (Outline)
- 73) Circular economy statement (Outline)
- 74) Surface water drainage (Outline)
- 75) Boundary walls (Outline)
- 76) Energy strategy (Outline)
- 77) Overheating (Outline)
- 78) Climate change adaptation (Outline)

Summary of Informatives (a full list is included in Appendix 1)

- 1) Proactive statement
- 2) CIL
- 3) Signage
- 4) Naming and numbering
- 5) Legal agreements
- 6) Asbestos survey
- 7) Designing out crime
- 8) Highway protection
- 9) Sewer network
- 10) Network rail

Summary of Section 106 Heads of Terms

- 1) Provision of 60% affordable housing across all phases
 - a. 39% (239) affordable housing in Phase 1A
 - i. 40% (38) London Affordable Rent homes to be provided as older adults accommodation by the Council
 - ii. 60% Intermediate homes (22 London Living Rent and 34 Shared Ownership)
 - b. Affordable housing phasing plan for the outline component to be submitted with the reserved matters application for Phase 1B. The plan shall include details of:
 - i. NHS key worker housing provision
 - ii. Community-led housing provision
 - iii. How the Council shall have first option to purchase 161 London Affordable Rent units to be provided as Council rented accommodation
 - iv. London Living Rent housing provision
 - v. Shared Ownership housing provision
- 2) Non-Residential and Meanwhile Uses Plan
 - a. Details of non-residential uses to be confirmed
 - i. Minimum 450sqm of affordable workspace to be provided at maximum 50% of market rate for 25 years aimed at local creative entrepreneurs and businesses
 - ii. Affordable workspace to be provided in accordance with the applicant's affordable workspace vision strategy
 - iii. Minimum of 2,000sqm of workspace to be provided overall
 - iv. Details of community space provision to be confirmed
 - v. Small supermarket (Class E) shall be provided in Phase 3
 - b. Details of meanwhile uses to be confirmed
 - i. Applicant shall investigate the potential for existing buildings within Phases 2 and 3 to be made available for meanwhile uses prior to their demolition
 - ii. Best endeavours shall be made to ensure buildings within Phases 2 and 3 are retained and made available for meanwhile uses by the local community for as long as possible
- 3) Car Club
 - a. Up to five car club parking spaces secured on site

- b. £50 credit per resident per year (for up to two residents per unit) for two years (estimated maximum of £116,000)
- 4) 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 include details of initiatives to reduce parking demand for non-residential properties
 - c. To appoint a travel plan co-ordinator to work in collaboration with the Council for a minimum of five years
 - d. Provision of a contribution of £2,000 per annum for five years towards monitoring of the travel plan
- 5) Highway Works (Section 278)
- a. Submit detailed designs and Stage 1 and 2 Safety Audits to the Council, and enter into a Section 278 agreement with the Council, for the following works:
 - i. Creation of 2no. vehicle accesses to the site from St Ann's Road
 - ii. Reinstatement of the pedestrian footway outside the existing vehicle access
 - iii. Creation of a new pedestrian and cycle access to the site at the junction of Warwick Gardens and Stanhope Gardens, including all associated remediation works to the existing car park
 - iv. Creation of 2no. new pedestrian crossings on St Ann's Road (1no. signalised crossing and 1no. zebra crossing)
 - v. All associated lining and signing works
- 6) Car Capped Development
- a. Provision of details as to how occupiers and users of the development shall not be able to apply for new parking permits
 - b. Provision of a contribution of £4,000 towards the amendment of a traffic management order for this purpose
- 7) Traffic Management Measures
- a. Provide a contribution of £80,000 towards the feasibility, design and consultation relating to the implementation of traffic management measures in the area surrounding the site
- 8) Legible London
- a. Provide a contribution, to be paid to Transport for London, of £110,000 towards the provision of Legible London signage
- 9) St Ann's Cycle Lane
- a. Provide a contribution of £150,000 towards a study of the feasibility and design of a protected cycle track on St Ann's Road.
- 10) Construction Logistics and Management
- a. Provide a contribution of £10,000 towards the assessment and monitoring of a detailed construction logistics and management plan (secured by condition)
- 11) Accident Vision Zero

- a. Provision of a contribution of £24,000 towards reducing traffic accidents in the vicinity of the application site and supporting 'healthy streets'

12)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 skills-based training to the 20% referenced above
- d. 5% of the peak workforce to be provided with traineeships
- e. Provision of a construction apprenticeships at one per £3m development construction cost up to a maximum of 10% of total construction workforce
- f. Provision of a £1,500 support contribution per apprentice
- g. Provision of no less than five STEM/career inspirational sessions per construction phase
- h. Regular liaison with the Council to allow local businesses and suppliers to tender for works
- i. Other requirements as agreed in discussions with the Council's Employment and Skills Officer

13)Connection to a Future District Energy Network (DEN)

- a. Connect each phase of the development to the DEN, if feasible
- b. Payment of a charge to connect to the DEN
- c. Provision of a heating strategy fall-back option if connection to the DEN is not feasible for each phase

14)Energy Statement

- a. An amended energy statement is to be provided on first occupation of the development
- b. Provision of a contribution to offset the carbon emissions of the development where not met on site against the zero-carbon target
- c. Estimate of the carbon offset figure is £841,605 for the whole development which is to be reviewed once the amended energy statement has been reviewed by the Council
- d. Amended energy statements to be provided on a phase-by-phase basis and appropriate carbon offset contributions to be provided on agreement of each energy statement

15)Public Open Space Access and Management Plan

- a. Details of access to and management/maintenance of the public open space areas within the development including the expanded Peace Garden

16)South-West Link Provision

- a. Details regarding design and management of the new pedestrian and cycle link shall be submitted to the Council prior to the commencement of works to the development
- b. Designs shall fully consider security measures including provision of bollards, CCTV and number plate recognition as appropriate
- c. Management shall ensure that the link is provided in perpetuity
- d. Works to provide the link shall be completed under licence by the applicant

17)Residents Liaison Group

- a. The applicant shall use reasonable endeavours to run, facilitate and organise quarterly meetings with local residents and businesses during the demolition and construction works relating to the whole development

18) Retention of Architects

- a. The architects for this development (Karakusevic Carson Architects) shall be retained for the duration of the development

19) Phasing of CIL Payments

- a. A detailed CIL payment phasing plan shall be submitted and agreed by the Council prior to the commencement of the development

20) Other Financial Contributions

- a. Contribution towards improvement of health services in the local area
£77,556.95
- b. Contribution towards local policing £70,905.61

21) Monitoring

Provision of a financial contribution of £50,000 towards monitoring of the planning obligations

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 In the absence of the agreement referred to in resolution (2.1) above not 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 the provision of affordable housing, would fail to contribute towards the provision of mixed and balanced communities in the local area. As such, the proposal is contrary to Policy DM13 of the Development Management DPD 2017, Policy SP2 of the Local Plan 2017 and Policies H4 and H13 of the London Plan.
2. The proposed development, in the absence of non-residential uses including workspace and affordable workspace and a commitment towards providing meanwhile uses on-site during the construction period would fail to adequately create a vibrant mixed-use neighbourhood that sufficiently activates the public realm areas within the site, would fail to create sufficient end user jobs and develop the local economy, and would fail to contribute towards the development of the creative community in the local area. As such, the proposal is contrary to Site Allocation SA28 of the Site Allocations DPD 2017, Policies SD7 and E3 of the London Plan 2017, Policy DM1 of the Development Management DPD 2017 and Policy SP8 of the Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing the new opening in the boundary wall in the south-west corner of the application site, would fail to improve access to public transport connections and would not meet the requirements of Site Allocation SA28. As such, the proposal is contrary to Policy DM55 of the Development Management DPD 2017 and Site Allocation SA28 of the Site Allocations DPD 2017.

4. 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.
 5. The proposed development, in the absence of a legal agreement securing measures towards an appropriate connection to the Council's District Energy Network, should it become available, and 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.
 6. 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.
 7. 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, 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 (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 or Head of Development Management 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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4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

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- Appendix 1 Planning Conditions and Informatives
- Appendix 2 Relevant Plans and Images
- Appendix 3 Consultation Responses – Internal and External Consultees
- Appendix 4 Consultation Responses – Greater London Authority Stage 1 Response
- Appendix 5 Consultation Responses – Summary of Representations from Residents
- Appendix 6 Quality Review Panel Reports
- Appendix 7 Development Forum Minutes
- Appendix 8 Pre-application Committee Minutes

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

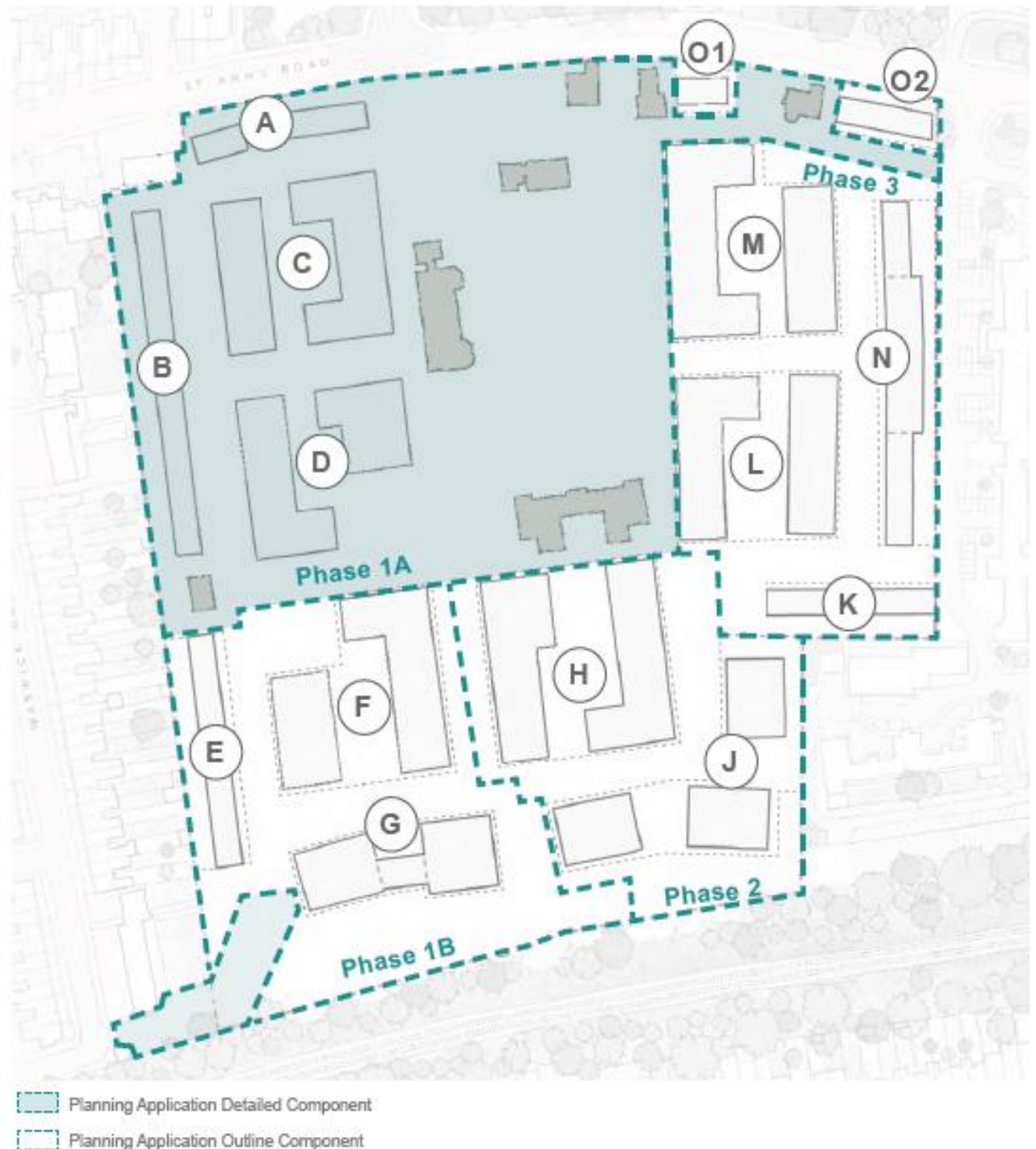
Proposed development

- 3.1 This is a 'hybrid' planning application seeking part full planning permission and part outline planning permission for up to 995 new homes and up to 5,000sqm (GEA) of non-residential floorspace.
- 3.2 Full planning permission is sought for development within the first phase – known as and referred to as Phase 1A in the rest of the report, which includes the demolition of existing buildings, the erection of 239 new residential properties (Use Class C3) and the provision of 3,204sqm of non-residential space within Use Classes E, F1 and F2 through the change of use, conversion and alteration of seven existing hospital buildings. Full planning permission is also sought for other works within Phase 1A including alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle access points, provision of new landscaping including enlargement of the existing Peace Garden, and provision of associated vehicle and cycle parking spaces.
- 3.3 Outline planning permission is sought for development within Phases 1B, 2 and 3, which includes the demolition of existing buildings, the erection of up to 756 new residential properties (Use Class C3) and the provision of up to 945sqm of new non-residential space within Use Classes E, F1 and F2. Outline planning permission is also sought for other works within Phases 1B, 2 and 3 including the provision of pedestrian and cycle access points, new landscaping and vehicle and cycle parking spaces. Detailed approval is sought for matters of access only. Matters of appearance, landscaping, layout and scale are reserved for consideration at a later date.



- 3.4 The proposed development masterplan includes new buildings of between three and nine storeys in height laid out around an extended Peace Garden in the centre of the site. 60% (595) of the 995 new residential properties would be affordable homes. 54% of the affordable homes would be provided at affordable rent levels. The Council has first option on 161 of these homes 38 homes in Phase 1A would be provided as specialist 'older adults' accommodation.
- 3.5 The development would be 'tenure-blind' with the affordable and market housing spread throughout the development. The majority of homes would be dual-aspect and 17% of all homes would have three or more bedrooms.
- 3.6 New landscaping and play space would be provided, with the existing ecological zones to the south of the site being expanded. A new opening in the south-west corner of the site would improve connections through the development to Warwick Gardens and onwards to Green Lanes. 167 car parking spaces would be provided in addition to 1,916 cycle parking spaces distributed throughout the site.
- 3.7 The development would have high levels of energy efficiency including a 76% reduction in carbon against 2013 Building Regulations for the residential parts of the

scheme. It would be heated through low-carbon sources and would generate renewable energy on site. The development is expected to connect to the Council's district energy network when this becomes available.



- 3.8 The development would have five different character areas that reflect the varying housing typologies and architectural approaches across it. The new buildings would be finished in five different shades of brick, with flat and slate pitched roofs, pre-cast concrete and metalwork detailing. The design quality of the masterplan as a whole would be secured through a Design Code and parameter plans.
- 3.9 The proposed development falls within the scope of Paragraph 10B 'Urban Development Projects' to Schedule 2 of the Town and Country Planning

(Environmental Impact Assessment) Regulations 2017. As such, it represents 'EIA development' and is accompanied by an Environmental Statement (ES) which has been assessed as part of this application.

3.10 **Site and its Surroundings**

Site description

- 3.11 The application site is a 7.2ha plot of land that forms part of the existing St Ann's Hospital, which is a Victorian-era former fever hospital located on the southern side of St Ann's Road. The majority of the buildings on site are now vacant. Existing building heights across the site range from 2-3 storeys.
- 3.12 Vehicular and pedestrian access to the site is from St Ann's Road, which is located to the north. The site is 1.5 km from Seven Sisters Station, 1.9 km from South Tottenham Station, 1.3 km from Harringay Green Lanes Station and 1.7 km from Harringay Station. There are bus stops close to the site providing services to transport nodes throughout London.
- 3.13 The northern part of the site is located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site parallel to St Ann's Road. There are no statutory listed buildings at the site but it includes Mayfield House, which is a locally listed building.
- 3.14 The site has a relatively flat topography with a gentle fall in land levels from west to east and north to south. It includes a mix of natural landscaped elements, including tree planting and two Site of Importance for Nature Conservation (SINC) areas close to its southern boundary. There is also a woodland Tree Preservation Order (TPO) and an Ecological Corridor by this site boundary.
- 3.15 The site is designated as being within an Area of Change by the Local Plan. The site is within Flood Zone 1 and is therefore at low risk of flooding. It is also within a Critical Drainage Area and a Groundwater Source Protection Zone.
- 3.16 The application site forms a large part of Site Allocation SA28 of the Site Allocation DPD 2017 which has been identified for new residential development, town centre uses and other uses. The detailed requirements of the site allocation are set out in the '*Site Allocation*' section below.

Surrounding area

- 3.17 The site is bounded to the south by the London Overground railway line and the rear gardens of properties in Warwick Gardens to the west. To the east are the retained St Ann's Hospital medical facilities which are to remain in situ. Further to the east is Hermitage Road. Chestnuts Park is located opposite the site to the north.
- 3.18 The remainder of the local area is predominantly residential in character with buildings of varying styles and age. There are further heritage assets located 300 metres to the east of the application site, along St Ann's Road, including the Grade II* listed St Ann's Church, Grade II listed St Ann's Church school and Grade II listed 1-5 Avenue Road.
- 3.19 **Relevant Planning History**

Application Site

- 3.20 The most recent and relevant planning history for the application site is described below.
- 3.21 HGY/2021/1415. Request for an Environmental Impact Assessment Scoping Opinion in accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) with respect to the proposed development on land at St Ann's Hospital, St Ann's Road, N15. EIA required 23rd July 2021.
- 3.22 HGY/2014/1691. Hybrid application comprising: Full application for the construction of 106 flats and 7 houses ranging in height from 2 to 5 storeys, conversion of retained buildings to provide 7 houses and 148 sq. m of retail (use class A1), car parking spaces, highway and public realm works, hard and soft landscaping, access and associated development: and: Outline application (with all matters reserved except for principal means of access) for the construction of new buildings and conversion of retained buildings ranging in height from 2 to 5 storeys to provide up to 350 residential units, new healthcare buildings, upgrade of existing access point off Hermitage Road, open space and associated development, and outline application (with all matters reserved except for scale and layout) for construction of a new mental health inpatient building up to 3 storeys in height (use class C2) and associated development. Permission granted 10th July 2015.

Retained Medical Site

- 3.23 The most recent and relevant planning history for the adjacent part of the Hospital that is to be retained in medical uses is described below.
- 3.24 HGY/2020/2359. Demolition of X-Ray building and erection of replacement two storey office and workshop building. Permission granted 14th December 2020.
- 3.25 HGY/2020/1521. Erection of an electric powered water pumping station. Permission granted 14th August 2020.
- 3.26 HGY/2020/1154. Demolition of link corridor and replacement with new entrance, plus installation of two new entrances, on the western side of Block 12. Permission granted 12th June 2020.
- 3.27 HGY/2020/0982. Two storey infill development to form a new Oasis Restaurant at ground floor level of the main hospital building, with meeting and training space at first floor. Permission granted 18th June 2020.
- 3.28 HGY/2019/2625. Erection of a flat roof structure over existing courtyard to create additional office floor space, and installation of access ramp to new side entrance. Permission granted 18th November 2019.
- 3.29 HGY/2018/0382. Erection of a two-storey hospital building for mental health patients, which will provide 4 wards, for up to 70 mental health inpatients. Permission granted 22nd May 2018.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel

4.2 The scheme has been presented to Haringey's Quality Review Panel on three occasions. The Panel's written responses are attached in Appendix 6.

4.3 Development Management Forum

4.4 A Development Management Forum was held on 29th June 2022. Discussions focussed on the development's design and heritage approach. Details of the comments made are available in Appendix 7.

4.5 Planning Committee Pre-Application Briefing

4.6 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 6th June 2022. The minutes are attached in Appendix 8.

4.7 Planning Application Consultation

4.8 The following were consulted regarding the application:

Internal

4.9 LBH Design: Supports the design of the development and the quality of the design code.

4.10 LBH Conservation: Supports the development.

4.11 LBH Housing: The development would provide a policy-compliant percentage of affordable housing including older adult homes. As such, there are no objections to this proposal.

4.12 LBH Transportation: No objections, subject to conditions and obligations.

4.13 LBH Carbon Management: No objections, subject to conditions and obligations.

4.14 LBH Regeneration: No objections.

4.15 LBH Nature Conservation: The proposal includes details of mitigation measures, protection for biodiversity during construction and operational phases, management plans, a commitment to biodiversity enhancements including habitat enhancement within the existing SINC areas. As such, no objections to the development are raised, subject to conditions.

4.16 LBH Arboricultural Officer: No objections, subject to conditions.

4.17 LBH Building Control: No objections received.

4.18 LBH Flood and Water Management: No objections, subject to conditions.

4.19 LBH Waste Management: Support the application.

4.20 LBH Pollution: No objections, subject to conditions.

4.21 LBH Public Health: Support the proposal.

4.22 LBH Communities and Housing Support: Supportive of the proposed sheltered accommodation provision.

External

4.23 Greater London Authority (GLA): Stage 1 comments can be viewed in full in Appendix 4. The GLA's summary comments of 30th August 2022 are provided below:

London Plan policies on housing, affordable housing, urban design, heritage, sustainable development, environmental issues and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not currently comply with these policies, as summarised below:

- **Land use principles:** *The comprehensive residential-led redevelopment of surplus hospital land is strongly supported, in accordance with the principles set out in the Site Allocation. The proposals seek to optimise the development potential of the site and the proposed density is supported in principle. Subject to suitable controls the proposed non-residential uses would facilitate a well-balanced mix of commercial and community activity across the site. A substantial amount of public open space is provided in addition to the private amenity spaces, and this is strongly supported.*
- **Affordable housing:** *The development provides 60% affordable housing and is therefore eligible for the Fast-Track Route, subject to the necessary planning obligations regarding affordability and an Early-Stage Viability Review being secured.*
- **Urban design and heritage:** *The proposals seek to optimise the development potential of the site and no strategic concerns are raised in respect of the layout, height, and massing of the development. Less than substantial harm to the character and appearance of the conservation area is identified but this is outweighed by the public benefits of the proposal.*
- **Transport:** *Further details are required in relation to the impact of the development on bus infrastructure, highways works, car and cycle parking, trip generation, travel planning, servicing, and construction.*
- **Energy:** *Further justification is required as to the proposals for heat and energy generation in accordance with the London Plan energy hierarchy, specifically regarding the connections to the future District Heating Network and the proposals for three separate energy centres to serve the development.*
- *Further information is required on **sustainable development and environment**.*

4.24 Transport for London: Comments reflect the matters raised in the GLA's Stage 1 comments.

4.25 National Planning Casework Unit: No objections.

- 4.26 Network Rail: No objections, subject to informatives.
- 4.27 London Overground: No comments received.
- 4.28 Health & Safety Executive: Content with the proposed development. The outline permission should be subject to appropriate conditions.
- 4.29 London Fire Brigade: No comments received.
- 4.30 NHS North London Central ICB: Support the proposals subject to planning obligations.
- 4.31 Environment Agency: No objections, subject to conditions.
- 4.32 Natural England: No objections.
- 4.33 Thames Water: No objections, subject to conditions and informatives.
- 4.34 Historic England: No relevant comments made. The application should instead be assessed by the Council's own specialist advisers.
- 4.35 Greater London Archaeological Advisory Service: No objections, subject to a condition.
- 4.36 Metropolitan Police Designing Out Crime Officer: No objections, subject to conditions and an informative.
- 4.37 Metropolitan Police: No objections, subject to the provision of a contribution towards local policing.
- 4.38 London Borough of Hackney: No comments received.
- 4.39 National Grid: No comments received.

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of a press notice, several site notices which were displayed around the site and in the vicinity of the site and over one thousand individual letters sent to surrounding local properties. 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: 393

Objecting/Commenting: 389

Supporting: 4

- 5.2 The following local groups/societies made representations

- Victorian Society
- Haringey Parks Forum
- Tottenham and Wood Green Friends of the Earth
- Ladder Community Safety Partnership
- Tree Trust for Haringey
- Garden Residents Association

- Friends of St Ann's Green Spaces (STAGS)
- Friends of Chestnuts Park
- Healthy Streets St Ann's (as part of joint objection)
- Woodlands Park Residents Association (as part of joint objection)
- Friends of Finsbury Park (as part of joint objection)
- Friends of Harringay Stadium Slopes (as part of joint objection)
- Friends of Railway Fields (as part of joint objection)
- Haringey Tree Protectors (as part of joint objection)
- SHIFT Haringey (as part of joint objection)
- Friends of Coldfall Wood & Muswell Hill Playing Fields (as part of joint objection)

5.3 The following Councillor(s) made representations:

- None

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

Land Use

- Inappropriate non-residential uses
- Lack of social and community infrastructure

Scale, Design and Heritage

- Overdevelopment of the site
- Excessive building height
- Excessive density
- Loss of local character
- Loss of heritage buildings and feature
- Existing architects should be retained
- Lack of boundary maintenance information
- Loss of openness

Residential Amenity and Quality

- Loss of privacy
- Loss of day/sunlight
- Increased noise pollution
- Negative impacts from construction work
- Low quality homes
- Unaffordable homes

Transport and Parking

- Lack of crossing over railway to south
- Excessive parking
- Insufficient parking
- Loss of off-site car parking
- Increased traffic

- Negative impact on transport infrastructure
- Lack of public realm improvements

Carbon Reduction, Sustainability and Pollution

- Lack of microgeneration measures
- Lack of carbon reduction measures
- Negative impact on climate change
- Increased air pollution

Trees, Landscaping and Ecology

- Excessive loss of trees and other foliage
- Lack of wildlife conservation
- Loss of existing ecology and biodiversity
- Lack of ecological improvements
- Insufficient green space

Other Considerations

- Loss of safety and security
- Increased anti-social behaviour
- Lack of surface water retention and mitigation

5.5 The following issues raised are not material planning considerations:

- Reduction in property value
(officer note: loss of property value is not a material planning consideration)
- Information provided with the application is inaccurate or inappropriate
(officer note: the information provided is sufficient for the Council to make an informed judgement on this application)
- Inappropriate public consultation
(officer note: the applicant has undertaken several public consultation events and taken views into account where appropriate, as explained in the statement of community involvement submitted with this application)

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

Considerations

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

1. Principle of development
2. Housing provision, affordable housing & housing mix

3. Design and appearance
4. Heritage conservation
5. Residential quality
6. Neighbouring amenity
7. Social and community infrastructure
8. Transport and parking
9. Trees, urban greening and ecology
10. Carbon reduction
11. Flood risk and water management
12. Land contamination
13. Equalities

Principle of development

National Policy

- 6.3 The National Planning Policy Framework 2021 (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to ‘drive and support development’ through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

Regional Policy – The London Plan

- 6.4 The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.5 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site. Policy H13 supports the provision of specialist housing for older persons.
- 6.7 London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises site capacity. Optimising capacity means ensuring developments are of the most appropriate form and land use for the site, having regard to local context, good design, local infrastructure, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.8 London Plan Policy SD7 states that developments should take a ‘town centres first’ approach to new non-residential development. Policy S1 sets out that proposals that result in the loss of social infrastructure should only be permitted where there are no realistic proposals for re-provision, where the loss is part of a wider transformation plan, or where existing services are otherwise improved or sustained.

Local Policy

- 6.9 The Haringey Local Plan Strategic Policies Document 2017 (hereafter referred to as Local Plan) sets out the long-term vision of the development of Haringey by 2026 and also sets out the Council's spatial strategy for achieving that vision.
- 6.10 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth, which includes Areas of Change. Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.
- 6.11 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space. Policy SP14 of the Local Plan states that existing health facilities should be protected. Policy SP16 states that the Council will promote the provision of multi-purpose community facilities.
- 6.12 The Development Management DPD 2017 (hereafter referred to as the DM DPD) supports proposals that contribute to the delivery of the strategic planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on all sites.
- 6.13 Policy DM41 states that proposals for new retail uses outside of town centres should demonstrate that there are no suitable town or edge-of-centre sites available in the first instance and should also demonstrate that they would not harm nearby town centres.
- 6.14 Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided and supports the provision of new flexible community facilities in accessible locations.
- 6.15 The application site forms part of site allocation SA28 'St Ann's Hospital Site' in the Site Allocations DPD 2017. SA28 is identified as being suitable for residential and town centre uses, with some of the existing hospital facilities anticipated as being retained on site. SA28 acknowledges that planning permission was granted in 2015 (application ref. HGY/2014/1691) for the redevelopment of a large proportion of the site allocation area for residential uses, with hospital facilities being retained on a smaller land parcel to its eastern side.
- 6.16 SA28 has the following Site Requirements and Development Guidelines:

Site Requirements

- The existing boundary wall should be integrated into the development in line with operational and design aspirations in the site wide masterplan.
- The areas of SINC in the south of the site should be enhanced through any redevelopment.

- The site will be developed as residential in order to enable a rationalisation and enhancement of the health facilities.
- A new connection towards Green Lanes is required at the south west corner of the site. This should be integrated into the cycle and pedestrian network to provide connections from the east of the Borough to Green Lanes, Harringay station and the west of the Borough.
- The new connection to Green Lanes should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens.
- Provision for the connection of a north-south route through the site linking the site, and the central portion of the north of the Borough with St. Ann's ward, and areas to the south as part of the overall cycling and pedestrian network in the Borough.
- The site lies within the St Ann's Conservation Area and the development should preserve and enhance the character of the conservation area, its significance, and its setting as per the statutory requirements.
- New open space should be provided on the site which complements the nearby Chestnuts Park.

Development Guidelines

- Heights adjoining properties on Warwick Gardens should be reduced to respect the amenity of neighbouring properties.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken. Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

6.17 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps document took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the

future planning of the borough and seeks views on options to address them. Owing to the early stage that the plan is at, very limited weight can be given to the emerging Local Plan.

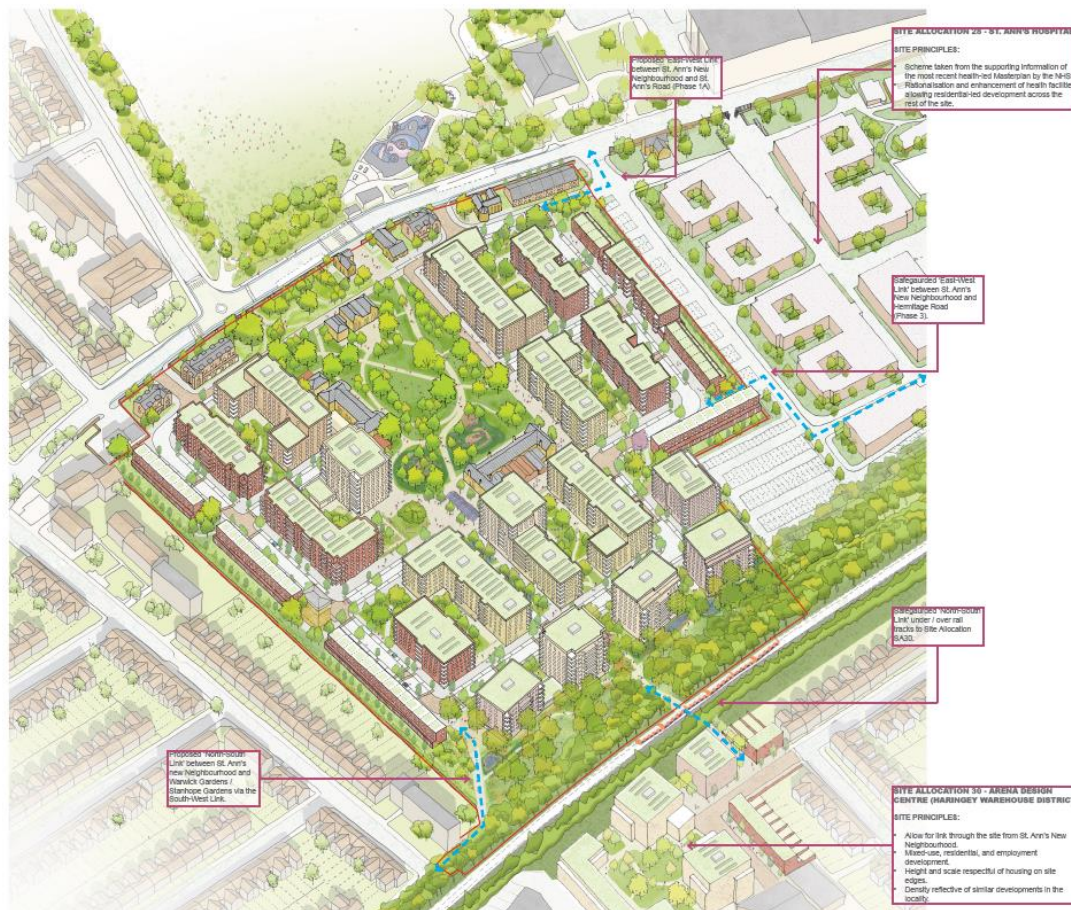
Five-Year Housing Supply

- 6.18 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Assessment

Site Allocation and Masterplanning

- 6.19 Policy DM55 of the DM DPD states that where developments form only part of an allocated site a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.
- 6.20 This application covers the western side of Site Allocation SA28. The remaining land would be retained in use for hospital purposes and has recently benefitted from planning permission for improved facilities including a new two storey building known as Blossom Court (planning application reference: HGY/2018/0832). The refurbishment of other existing buildings within the retained medical campus is ongoing. The applicant has submitted an indicative masterplan which shows how the proposed development would integrate with the adjacent hospital facilities as they could appear in the future. The indicative masterplan also responds to other important strategic planning considerations including the potential future provision of a route through the site to the south (under the railway line), which has been safeguarded as part of this application, and the proposed development's relationship with the SA30 'Arena Design Centre' site allocation located on the opposite side of the railway line.



- 6.21 This proposed development would also accord with all other site allocation objectives as appropriate, including by providing new open space within the site, by integrating the northern boundary wall into the proposals and by providing an opening in the south-west corner that improves connectivity to Green Lanes and respects residents of Warwick Gardens. It would enhance the SINC to the south of the site and would respond appropriately to local heritage significance. Building heights would respect local residential amenity. The proposed development has been designed to connect to the Council's District Energy Network in the future. Further analysis of these elements of the development is made in the relevant sections below.
- 6.22 As such, the proposed development would meet the requirements of Policy DM55 and Site Allocation SA28.

Rationalisation of Health Facilities

- 6.23 Policy S1 of the London Plan sets out that development proposals which would result in a loss of social infrastructure should only be permitted where there are no realistic proposals for re-provision, where the loss is part of a wider public service transformation plan, or where the loss is required in order to sustain and improve existing services.
- 6.24 Policy SP14 of the Local Plan states that the Council shall support the provision of improved health facilities. Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided.
- 6.25 The application site was previously owned by the Barnet, Enfield and Haringey Mental Health NHS Trust which still owns the land to the east of the site. Following a review of

the need for medical facilities on this site by the NHS Trust, the application site was sold to the Greater London Authority (GLA) and the funds used to deliver new, improved and rationalised medical facilities on the land retained in NHS Trust ownership.

- 6.26 In addition to the completion in 2020 of the new Blossom Court building on the retained medical campus, works are also ongoing in respect of the refurbishment of existing patient and support staff accommodation buildings, the construction of a new restaurant for use of patients, staff and visitors, staff education and training facilities, and a range of site infrastructure improvements including revised road layouts, landscaping, and car parking.
- 6.27 The NHS Trust has confirmed that all services which were previously provided on the hospital site have now been consolidated into the retained 'medical campus' site. Therefore, the removal of the hospital buildings which remain on the application site and the redevelopment of the site for residential and other uses would not result in a loss of operational or patient capacity for these medical facilities.
- 6.28 It is considered that the proposals comply with London Plan Policy S1 as there is no longer an identified need for medical facilities on this site that has not or cannot be provided on the retained medical campus site. Furthermore, the improvement of health facilities on the retained medical campus site is supported by Policies SP14 and DM49 as described above, whilst the general rationalisation of health facilities on this site is also in accordance with the aims and objectives of Site Allocation SA28.

Provision of New Housing

- 6.29 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable brownfield sites. Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and will make the full use of Haringey's capacity for housing by maximising the supply of additional housing.
- 6.30 Policy DM10 of the Development Management DPD states that the Council will support proposals for new housing on sites allocated for residential development. This site is designated as being suitable for new residential development by Site Allocation SA28.
- 6.31 The proposed development would provide up to 995 new homes across all phases of the scheme, including 239 homes in the detailed Phase 1A application and up to 756 homes in the later phases of the outline application. This is a substantial contribution to the Council's housing, equitable to 6.25% of the number of homes required to be delivered within the current ten-year housing target timeframe as set out in the London Plan (and 62.5% of the Council's annual housing target). The development would also secure a minimum of 60% affordable housing and thus would make a substantial towards the Council's Borough-wide target of 40% affordable housing.
- 6.32 The principle of providing new homes on this site is therefore strongly supported by national, regional, and local policies, including Policies H1, SP2 and DM10 and the aims and objectives of Site Allocation SA28.

Provision of Non-Residential Uses

- 6.33 London Plan Policy SD7 and Policy DM41 of the DM DPD state that new non-residential development should be located in town centres unless there are no suitable sites available and where town centres would not be adversely affected. Site Allocation SA28 envisages town centre uses within the site allocation area.
- 6.34 Local Plan Policy SP8 states that the Council will support small and medium sized businesses in need of employment space. Policy E3 of the London Plan states that planning obligations may be used to secure affordable workspace at rents below the market rate where there is a specific social, cultural or economic development purpose.
- 6.35 Policy SP16 states that the Council will promote the provision of multi-purpose community facilities. Policy DM49 of the DM DPD supports the provision of new flexible community facilities in accessible locations.
- 6.36 The development proposal includes the provision of 5,000sqm (GEA) of non-residential space for commercial and community uses. The seven retained buildings currently on site (all within Phase 1A) would be extended, adapted and used for flexible purposes within Use Classes E (Commercial, Business and Service), F1 (Learning and Non-Residential Institutions) and F2 (Local Community). It is anticipated that these buildings would include approximately 2,500sqm of workspace including a minimum of 450sqm of affordable workspace with the remaining uses potentially including medical, education and leisure activities. These buildings are expected to be occupied relatively early in the development process, prior to the end of 2024.
- 6.37 There are two new commercial units included within the later outline phases of the development, with these units to be secured as flexible Class E uses within Plot G (Phase 1B), adjacent to and overlooking the south-west link, and a small supermarket in Plot M (Phase 3).
- 6.38 The Class E uses including the proposed new supermarket would support the residents within this new residential neighbourhood by providing convenient facilities on their doorstep. It is anticipated they would not adversely affect the vitality and viability of nearby commercial centres and that local businesses, such as those on Green Lanes, would benefit from increases in the local residential population and improved connectivity from and through the site facilitated by the new south-west link.
- 6.39 The proposed workspaces would act to create a vibrant neighbourhood by drawing residents into the development from outside and enlivening the public realm through business activity. They would be located around the expanded Peace Garden open space, activating this area improving its safety and security through natural surveillance, and creating a vibrant hub at the heart of the development. The workspaces would also contribute towards improving the local economy generally by creating job opportunities and developing small businesses. The workspaces would include a significant proportion of affordable space suitable for creative enterprises which would support the local creative business community and build on the local area's designation as a Creative Enterprise Zone. All non-residential uses combined are envisaged to create up to 170 new jobs.
- 6.40 The proposed education, health or community facilities would also provide facilities to support both the residents on site and the existing local community. The end users of the buildings would be selected to ensure the uses are viable and do not adversely affect the viability of ongoing existing businesses and community facilities. Details of

the final commercial and workspace strategy is recommended to be secured through condition.

- 6.41 The applicant has also committed to providing 'meanwhile' activities within existing buildings during the later phases of the development on the site where this is identified as being achievable and further details of these uses can also be secured by condition.
- 6.42 These non-residential uses would contribute towards the regeneration of this site from an underutilised former hospital site into an optimised mixed-use neighbourhood. They would bring new jobs, businesses and services into this part of Haringey which is otherwise not open to the general public. The non-residential uses would generate business activity and long-term investment that builds on the existing creative community in this part of the Haringey, to the benefit of residents in the local area and Haringey in general.
- 6.43 As such, the provision of non-residential activities as described above is considered acceptable and welcomed in this location.
- 6.44 Summary
- 6.45 The consolidation of the medical facilities on the retained NHS Trust land is supported by Site Allocation SA28 and Policy S1 of the London Plan. The development would be in accordance with the land use planning requirements of the site allocation, which is for predominantly residential and town centre uses, as well as achieving the required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

Housing Provision, Affordable Housing and Housing Mix

Housing and Affordable Housing Provision

- 6.46 The Council's housing target as set by the London Plan is 1,592 dwellings per annum. London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.47 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance.
- 6.48 London Plan Policy H4 seeks to maximise affordable housing delivery with the Mayor of London setting a strategic target of 50% of all new homes to be affordable. Policy H5 states that the threshold of affordable housing is a minimum of 50% on public sector land. Development proposals that exceed this 50% threshold are not required to submit financial viability information for assessment where they meet all other relevant policy requirements including seeking grant funding to maximise the level of affordable housing on site.

- 6.49 Policy DM13 of the DM DPD states that developments with the capacity to accommodate more than ten dwellings should provide affordable housing and highlights a preference for affordable rented accommodation.
- 6.50 The proposed development would provide up to 995 new homes across its four phases. This includes 239 homes provided within the detailed component of the application (Phase 1A) and up to a further 756 homes within the outline component (Phases 1B, 2 and 3).

Overall Residential Tenure Mix (Both Detailed and Outline Elements)

- 6.51 The overall development proposal includes a range of tenures as described in the table below:

<i>Housing Type</i>	<i>No. of Units (%)</i>	<i>Affordable Tenure (% of Affordable)</i>
Private Sale	400 (40%)	N/A
Shared Ownership	120 (12%)	Intermediate (46%)
London Living Rent	73 (7%)	
Community Housing (LLR)	58 (6%)	
NHS Staff Housing (LLR)	22 (2%)	
London Affordable Rent	284 (29%)	London Affordable Rent (54%)
Older Adults' Housing (LAR)	38 (4%)	
<i>Total</i>	995	100%

- 6.52 The 995 new homes would be split into 400 homes for the private market and 595 affordable homes, which is an overall provision of 59.8% affordable housing by unit (60.2% by habitable room). This is a substantial amount of affordable housing that significantly exceeds the Council's Borough-wide target of 40% on this individual site, and which also exceeds the Mayor of London's affordable housing target for public sector land of 50%.
- 6.53 The affordable housing would be provided as 46% intermediate and 54% London Affordable Rent. This is close to the Council's target affordable split of 60% general needs low cost rented housing (which includes London Affordable Rent) and 40% intermediate housing as described in the Council's Housing Strategy Appendix C (March 2019). As such, the affordable housing split is considered acceptable in the circumstances given the high overall provision of affordable housing within the development and the substantial provision of low-cost rented housing overall.
- 6.54 In total, 322 new homes would be provided as London Affordable Rent homes, which is 32% of the overall number of homes. The Council has first option to acquire 50% (161) of the proposed London Affordable Rent homes, including the older adults' housing, which means that 123 homes (12.3% of the total number of homes) across the development could be provided as Council-rented homes. Catalyst would deliver all remaining affordable homes across the site.
- 6.55 The intermediate homes would include Shared Ownership and London Living Rent tenures. The Shared Ownership homes would be managed by Catalyst with household income levels initially set at a maximum of £75,000 for an initial three-month period for all one/two-bedroom properties and £90,000 for larger properties. The Council's Housing Strategy Revised Appendix C (2019) states that net housing costs should not exceed 40% of net local income levels. However, it is considered that this income

restriction would not be practicable on this site as those on lower incomes would require substantial deposits which are unlikely to be affordable for local people. Catalyst have agreed to commit to a cascade approach, which ensures marketing of the properties to local people in the first instance.

- 6.56 The London Living Rent homes are an intermediate tenure offered on minimum three-year tenancies and are deemed 'genuinely affordable' by the Mayor of London. Residents are expected to transition from this rental arrangement into shared ownership of the property within ten years. The London Living Rent properties would have household income caps of £90,000 which would accord with the Mayor of London's housing eligibility requirements.
- 6.57 Up to 58 'community-led' homes would be provided, with the exact number determined by a tender process which is still ongoing. The GLA will select a community organisation with the capacity and experience to acquire and manage these homes. If an organisation cannot acquire or manage all or any of the 58 community homes, then those homes not managed by a community organisation would be provided as London Living Rent homes and managed by Catalyst. These homes would be located in Phase 1B.
- 6.58 The NHS Trust would have nomination rights over 22 London Living Rent homes for a period of ten years which will allow key worker NHS staff to occupy these properties. These homes would be located in both Phase 1B and Phase 3.
- 6.59 The Council's Housing Officer has been consulted on the proposed tenure and affordability mix of the affordable housing across this development proposal and has raised no objections to the affordable provision in this case.
- 6.60 The new homes would be 'tenure blind' which means the affordable homes would be indistinguishable from the market homes. The affordable homes would be of a high standard of design, providing a high-quality living environment and would be distributed throughout the development.

Phase 1A Residential Tenure Mix (Detailed Component)

- 6.61 Within Phase 1A, 145 of the 239 new homes (61%) would be provided as private market units and 94 homes (39%) would be affordable. The affordable tenure split would be 40% London Affordable Rent and 60% intermediate. The proportion of LAR homes proposed includes the older adults' housing which would be taken on and managed by the Council. Details of the housing tenures in Phase 1A are described below:

<i>Housing Type</i>	<i>No. of Units (%)</i>	<i>Affordable Tenure (% of Affordable)</i>
Private Sale	145 (61%)	N/A
Shared Ownership	34 (14%)	Intermediate (60%)
London Living Rent	22 (9%)	
Older Adults' Housing	38 (16%)	London Affordable Rent (40%)
<i>Total</i>	239	100%

- 6.62 Phase 1A is formed of Plots A and B (terraced family-sized housing), Plot C (two buildings of private sale homes and older adults' accommodation) and Plot D (two buildings of private sale homes and intermediate rent/sale homes).
- 6.63 It is acknowledged that the 39% provision of affordable housing in Phase 1A of the scheme is proportionally lower than in the remainder of the development proposal, and that the proportion of this affordable housing provided as London Affordable Rent tenure (40%) is also lower than across the development as a whole. This greater provision of intermediate and private sale housing in the first phase of the development is accepted and considered reasonable in this case as a result of the very high levels of affordable housing being provided overall and the rapid delivery of the development as the housing receipts from this first development phase would contribute towards subsidising the much higher proportion of lower cost affordable housing in the later phases (for example the high proportion of London Affordable Rent housing (104 homes – 80% of the affordable housing in that phase) that is expected to be provided within Phase 1B (exact details to be confirmed through a reserved matters application)).
- 6.64 Furthermore, the Council's Communities and Housing Support team is benefiting from the early provision of older adults' accommodation within Phase 1A, which would assist in meeting an identified need for specialist housing in the Borough / local community.
- 6.65 As such, the proposed provision and range of affordable housing and its tenure split is acceptable.

Housing Mix

- 6.66 Policy DM11 of the DM DPD states that the Council will not support proposals which result in an over concentration of 1 or 2 bedroom units overall unless they are part of larger developments.
- 6.67 168 (17%) of the overall number of units would have three or more bedrooms and would therefore be suitable for families. The family housing would be provided across all blocks and tenures, with a high proportion of the family-sized homes (81 homes, 48% of the family-sized homes) provided as London Affordable Rent homes. The remaining family-sized homes would be provided as intermediate (20%) and market sale (32%) properties. 43 properties would be larger four-bedroom homes, which would be provided in London Affordable Rent tenures and private sale.
- 6.68 This site and the development overall is especially suitable for family housing as there would be large new and existing open spaces, space for residential gardens, space for trees and greenery, space for car parking on site and several nearby schools and other amenities. The development density overall is relatively low. This proportion of family housing would contribute significantly towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area.
- 6.69 *Provision of Specialist Accommodation*
- 6.70 Policy H13 of the London Plan supports the provision of specialist housing for older people (55 years of age and above). Such accommodation is specifically designed and

managed for older people and does not contain an element of care. Policy DM15 of the DM DPD also supports specialist housing for older people.

- 6.71 Table 4.3 of the London Plan requires Haringey to provide 110 specialist older persons accommodation units per year. This development proposal would make a significant contribution to this target by providing 38 such units that have been designed specifically for older people to live in. The facility includes smaller one and two bedroom units that allows some older residents in the local community to downsize from larger homes, thus likely to free up existing underused housing stock for families. The facility has been designed as independent supported accommodation to be occupied in two parts – one part to be occupied by female residents and the other part to be occupied by LGBTQ+ residents. The older adults' accommodation would be provided in a single building that adjoins an open courtyard and communal facilities for residents would be provided on the ground floor. No care facilities would be provided as part of this use.
- 6.72 The Council's Communities and Housing Support team welcomes the provision of supported housing on site.
- 6.73 As such, the proposed development would be acceptable in terms of its provision of new housing stock generally, the provision of a substantial proportion of affordable housing, the provision of a significant contribution towards meeting the Council's supported accommodation requirements, and in terms of its overall housing mix. The development is therefore acceptable in terms of its housing provision.

Design and appearance

National Policy

- 6.74 Chapter 12 of the NPPF 2021 states that that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.75 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.76 The London Plan 2021 Policy D3 emphasises the importance of high-quality design and seeks to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 6.77 Policy D6 concerns housing quality and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It also requires development capacity of sites to be optimised through a design-led process.

Local Policy

- 6.78 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.79 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.80 Policy DM6 of the DM DPD expects all development proposals for taller buildings (i.e. those which are greater in height than their surroundings and are less than ten storeys in height) to respond positively to local context and achieve a high standard of design in accordance with Policy DM1.

Quality Review Panel (QRP)

- 6.81 The development proposal has been presented to the QRP four times prior to the submission of this application. The most recent review took place on 6th April 2022. The Panel’s summarising comments of this latest review are provided below.
- 6.82 *“The panel warmly welcomes the response to its comments at the previous reviews and supports the improvements made to the scheme, commenting that the treatment of the retained wall is particularly successful. The panel is pleased to see the quality of the proposals, which will act as the baseline for the development of the rest of the site. It stresses the importance of ensuring that the use of high-quality materials as presented is secured through the planning process in order that any subsequent value engineering does not impact negatively on the scheme. The revisions made to block D3 are contributing positively to the building’s architectural quality. The articulation of the corners is working well, and the visual relationship between D3 and D2 has been well-developed. The panel also supports the scale and detailed design of the low-rise housing on the St Ann’s Road frontage. The panel offers some comments on the detailing of the three types of entrance through the retained wall—the pedestrian and vehicular entrances, and the window openings.”*
- 6.83 Since the date of the fourth review the proposal has been amended to address the most recent comments from the QRP. The table below provides a summary of key points from the most recent review, with officer comments following:

Panel Comments	Officer Response
Architecture	
Phase 1A will be the first element of the scheme for the St Ann’s Hospital site to be delivered. It is therefore important that it sets the standard for the whole development, with high quality detailing and materials.	High quality materials are proposed throughout the development, which is also supported by a detailed design code against which reserved matters applications will be designed. Quality of finishing materials will also be secured through a robustly worded condition.

<p>Since the previous review, the design team has tested the design of the tallest building (D3). The panel is reassured by this work and feels that the building will have a successful relationship with the courtyard and the Peace Garden.</p>	<p>Comments supporting the detailed design and layout of Block D3 are noted.</p>
<p>The panel supports the development of the verticality of this block, with the creation of a slenderer appearance, by opening up the corner balconies, and removing the roofs of the balconies at the upper-most floors</p>	<p>Comments supporting the detailed design and layout of Block D3 are noted.</p>
<p>The lighter, more sculptural approach to the top of the building is successful in reducing its heaviness.</p>	<p>Comments supporting the detailed design of Block D3 are noted.</p>
<p>The attention paid to brickwork detailing is also welcomed, for example, where D3's elevation has a clear base, middle and top, referencing the tones of existing brickwork on the site.</p>	<p>Comments supporting the detailed design and materiality of Block D3 are noted.</p>
<p>Equally, the panel enjoys the relationship between the east-facing elevations of C3 and D3 over the Peace Garden, which has been achieved through visual reinforcement of the link through the brick tones, the tops of the buildings and the architectural treatment of the top, middle and base of the elevations of both buildings.</p>	<p>Comments supporting the detailed design and layout of Blocks C3 and D3 are noted.</p>
<p><i>Low-rise housing</i></p>	
<p>The panel feels that the scale and detailed design of the low-rise housing on the St Ann's Road frontage relates well to the retained wall and the conservation area.</p>	<p>Comments supporting the scale and detailed design of the low-rise housing in Plots A and B are noted.</p> <p>These buildings have been designed sensitively with respect to the conservation area, as well as the historical significance of the gate lodge.</p>

<i>The retained wall</i>	
<p>The panel admires the further development of the retained wall, which it feels is a very successful part of the proposal, accommodating pedestrian and vehicular entrances, and window openings.</p>	<p>Comments supporting the design development of the boundary wall, which responded to previous comments from the Panel, are noted.</p>
<p>The panel stresses the importance of the construction detailing where new openings are created in the retained wall. Submission of detailed drawings to describe these would be valuable as part of the planning application.</p>	<p>Details of the three types of new openings – window openings, pedestrian openings and vehicular openings are included within the Design and Access Statement. Detailed drawings would be secured by condition.</p>
<p>The panel questions whether the pedestrian entrances may appear weak when compared to the robustness of the existing buttresses, pointing to the success of the concrete capping of the piers at the vehicle entrances, and suggests further exploration of this aspect.</p>	<p>This was supported by the Panel at the time of the meeting. Details of this arrangement are laid out in the Design and Access Statement and are considered acceptable. Further comment on the detailed design of the pedestrian entrances is referenced below.</p>
<p>The panel has concerns about how the red precast concrete porticos that project above the pedestrian entrances will fare over time. These may not age as gracefully as brick, and the panel suggests consideration of alternative materials.</p>	<p>The proposals have taken the panel's comments into consideration. The architects provided clarity during the Panel meeting that the depths of the porticos will be based on the maximum thickness of the wall. The precast coping is incorporated onto the lintel and the engineering brick base of the existing wall is referenced at the base detail to give the proposals robustness and protection from weathering. This has been reflected in the submission and is detailed in the Design and Access Statement.</p>
<i>Landscape</i>	
<p>The panel comments that the Spotted Thorn sits well in the space between the newly orientated D3 building, the courtyard and the Peace Garden.</p>	<p>The positive comments made by the panel have been acknowledged. Active frontages and residential lobbies have been prioritised around the Spotted Thorn to make the most of this exceptional feature of the site.</p>

<p>It will be essential that the Spotted Thorn is well protected during the construction phase.</p>	<p>The Spotted Thorn will be fully protected during the construction phase in accordance with British Standard requirements. The protection measures included within the Arboricultural Method Statement.</p>
<p>Long-term management and maintenance of the courtyard areas will be essential to their success. Details of how this will be achieved should be included in the planning submission.</p>	<p>The scheme will be managed in perpetuity by Catalyst. A full maintenance and management plan will be secured by condition. The Design and Access Statement includes details of example methodologies for the maintenance of soft landscaping measures.</p>

6.84 As set out above, the applicant engaged rigorously with the QRP during the pre-application stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate and acceptable extent.

Assessment

Residential Density

- 6.85 London Plan Policy D3 requires developments to make the best use of land by following a design-led approach that secures the optimisation of new development, having regard to a site’s context, its capacity for growth and existing and future infrastructure. It also states that higher density developments should generally be promoted in locations that are well connected to jobs, services, public transport (including walking and cycling) and other infrastructure.
- 6.86 Policy SP1 of the Local Plan states that Areas of Change have the potential for considerable growth and contain sites which are suitable for new development to help achieve this.
- 6.87 The development would have a residential density of approximately 138 units per hectare. The scheme has been subject to a robust design process through a series of pre-application discussions and three Quality Review Panels. Proposed buildings are well separated from adjacent land uses and the development would provide a substantially expanded Peace Garden open space in addition to several shared communal courtyards. The overall residential quality of the development would be high and, on completion of the new south-west link, access to a range of local amenities would be available both on foot, via bicycle or through the local public transport network.
- 6.88 The proposed development density is therefore acceptable and supported in accordance with London Plan Policy D3.

Height, Bulk and Massing

- 6.89 Policy D9 of the London Plan states that local plans should identify what constitutes a tall building based on local context and that any building less than six storeys in height shall not be considered tall.
- 6.90 Policy DM6 of the DM DPD defines tall buildings as those which are at least ten storeys in height. The proposed buildings would have a maximum height of 9 storeys and therefore, in line with the policy criteria stated above, are not considered to be tall buildings in the context of this site. The development would instead be considered a 'taller' development where high-quality design is expected.
- 6.91 The building heights within the development have been laid out so that the tallest buildings are located towards the centre of the site, bordering the Peace Garden, and to the south of the site, close to the railway line, with buildings on the site's east and west sides having significantly lower heights. Siting the tallest nine storey buildings overlooking the expanded Peace Garden would ensure a high degree of natural surveillance over that open public space increasing its safety. It also ensures that a large number of homes would benefit from high quality outlook and access to natural light, including many affordable homes. The new buildings would frame the new park, whilst also adequately retaining its sense of openness.



- 6.92 The new buildings around the site's northern and western edges would be no greater than three storeys in height. As such, they would not be highly visible from Warwick Gardens. Building heights of the development would also be no greater than four storeys on the site's eastern boundary. All buildings are appropriately separated from one another to ensure that this new neighbourhood does not appear overly dense, and this layout also ensures that adequately spaced public realm areas and routes would be provided throughout the development. The building typologies, which includes terraced housing to the site boundaries, blocks at the centre, and pavilions to the

south, assist in defining varying character areas around the site and maximise site legibility for residents and visitors.

- 6.93 The limited development massing at site boundaries responds well to the existing site context, including the St Ann's Conservation Area to the north, which is further supported by the appropriate design detailing and use of materials to the new buildings.



- 6.94 The impact of the heights, bulk and massing of the buildings on the local wind microclimate have been reviewed as described in the submitted Desktop Wind Microclimate Assessment. The study concluded that there would be no significant building-related wind microclimate impacts resulting from this development.

Impact on Local Views

- 6.95 Policy DM5 of the same document states that development proposals should not obstruct or adversely impact the Council's Locally Significant Views. The St Ann's Hospital site is within Locally Significant Views 1 (Alexandra Palace to the City and St Paul's Cathedral – strategic panoramic view), 26 (Junction of Quernemore Road and Stapleton Hall Road to Seven Sisters and Hale Village – linear view) and 36 (St Ann's Church to St Ann's Road – unfolding townscape view).
- 6.96 The view impact analysis shows that the outline component would be marginally visible from viewpoint 36 though predominantly screened by retained tree planting on the northern site boundary, even during winter months. The analysis shows that the development would be visible in views looking east from the Harringay Station footbridge (close to viewpoint 26, from which the development would not be significantly visible) and that in the highly urbanised context of the application site from that view, which includes the much taller existing developments at both Seven Sisters (i.e. Apex House) and Tottenham Hale, both the detailed and outline components of

this application would not appear excessively prominent. The analysis also considers the strategic view from Alexandra Palace where both detailed and outline components would have a very limited impact on views given the highly urbanised character of this part of London and the relatively limited height of the proposed buildings.

- 6.97 The submitted Townscape and Views Impact Assessment (TVIA) confirms that the visual impacts of the development would be beneficial, negligible or neutral in the majority of cases. Where there is a moderate adverse impact found by the TVIA analysis (in the case of the impact to the residents Warwick Gardens) this would be mitigated by proposed new planting on the western site boundary which has not been scoped into the TVIA analysis.

Elevational Composition, Design Detailing and Use of Materials

- 6.98 The elevational composition of the buildings within the development includes gradation of the proposed mansion blocks into a clear and distinguished base, middle and top, and an orderly fenestration pattern of elegant windows and balconies, stacked to provide vertical or horizontal emphasis as is appropriate for their location and residential use. Communal entrances are well positioned, clearly marked and generously proportioned. Ground floor flats on street frontages generally have their own front door and sit within landscaped defensible space providing suitable privacy to ground floor residential windows.
- 6.99 Townhouses would have a domestic appearance. The long terraces to the western boundary would form a repeating frontage with a strong contemporary appearance and character that includes detailing which references examples of high-quality terraced streets found elsewhere in London and Haringey. They would have expressed entrance doors and short front gardens which provides important defensible space. Flanks to the townhouses would be simply detailed and animated with windows, including at ground level to provide passive surveillance at this point. High brick walls to the sides of long back gardens, along with a small first floor rear terrace, would provide excellent private amenity and ample separation from existing neighbours.
- 6.100 In the corresponding portion of the outline scheme to the eastern boundary of the development, the terraced homes would have shorter back gardens. It is important these homes are provided with robust and attractive tall brick garden walls to ensure adequate screening and enclosure from the adjacent hospital site. This can be secured by a condition.
- 6.101 The houses to the north side of the site, within the Conservation Area, respond more elaborately to the historic context in that part of the site, with a gabled house-form that successfully turns the corner, where appropriate. The new entrances to the development from St Ann's Road, through new openings in the hospital wall, would be animated with an end-of-terrace 'special' design that would have its front door and several windows facing the entrance street. Gables, projecting bays and semi-dormer windows would be integrated into these homes, which pick up on details found in the retained hospital buildings and the Conservation Area and reinterpret them with a contemporary twist. These buildings would appear as high-quality heritage-led properties that are suitable and acceptable for this Conservation Area context.
- 6.102 Finishing materials throughout the development would be dominated by a varying palette of bricks. The range of brick colours and textures, as defined in the masterplan

and design code, would differ subtly for each individual building. This would provide a good balance of variety and coherence across the development, whilst also reinforcing the differing neighbourhood characters throughout it. High-quality materials would be secured by condition.

6.103 Phase 1A, which is the detailed element of the application, would feature buildings with darker bricks that strongly define their bases. Darker or lighter variations in brick are skilfully used to pick out special details, such as corners in the northern townhouses within the conservation area, or spandrel panels below windows to the top floors of taller mansion blocks. Precast concrete would be used sparingly in particular places such as to balcony facias and soffits, banding between base, middle and top of mansion blocks, door surrounds to townhouses, and to mark new openings in the existing hospital boundary wall, which would further elevate the high-quality appearance of the detailed element of this application.

Design Code

6.104 The Design Code will have significant weight in the consideration and determination of future reserved matters applications. The document is structured with a range of sub-codes featured including site-wide codes, landscape codes and architectural codes. The general principles within the site-wide codes are considered excellent. Placing some of the more detailed Conservation Area principles within the site-wide codes, especially crucial views from within the development site, gives them a welcome prominence. The Design Code considers the outline element of the development in significant detail, down to providing codes for refuse and cycle stores. A reasonable degree of flexibility is included within the document, with most crucial design elements being secured definitively.

6.105 The Design Code is particularly strong on both hard and soft landscaping, with a long and detailed section on landscape and public realm coding. This reflects the overall intention for the development to be led by the green and natural landscape, and to be designed around the importance placed on preserving key existing trees and areas of landscaping within the site.

6.106 The Council's Design Officer considers that the Design Code is a high-quality document that would support and protect the quality and coherence of the overall design across the development as it progresses.

Public Realm

6.107 The proposed development follows a landscape-led masterplan approach, with a generously expanded Peace Garden at its heart, supported by a well-considered network of street planting and shared planted courtyards, plus an enhanced nature conservation area to the south. Trees would be retained where possible and a large amount of new tree planting is proposed. In particular, the development has been designed around the high-quality veteran Spotted Thorn tree in the centre of the site. Vehicle parking has been minimised to ensure a good quality pedestrian-focussed environment throughout the site.

6.108 The layout of the proposed blocks and key pedestrian routes have been aligned and pedestrian routes are spacious and direct. New openings would be provided within the northern boundary wall to improve both visual and pedestrian permeability into the site, as well as through it, in order to connect to the new opening that is also proposed

in the south-west corner onto Warwick Gardens. This improves access to Green Lanes for residents of the new development and for those residents to the north and east of the existing hospital which is a key public benefit of the scheme. A future pedestrian and cycle route under the railway line on the site's southern boundary would be safeguarded by this application.

- 6.109 The application would also contribute towards public realm improvements on St Ann's Road as well as the redesign of the car park south of the existing residential developments on Warwick Gardens.



- 6.110 The public realm improvements around this site would be substantial and would add further to the high design quality of this proposed development.

6.111 Access and Security

- 6.112 Entrances to homes would be clearly signified through recesses, access points and canopies, material detailing and differentiation and the installation of external lighting. The development hardstanding would be flush across the site and there would be a gradient gentler than 1:20 from the street to front doors. Homes would have level thresholds.

- 6.113 The proposals have also been designed to achieve Secured by Design accreditation from the Metropolitan Police. Buildings are located and oriented to achieve clear desire lines and active frontages, with passive surveillance maximised across public areas. All buildings would benefit from two levels of access security. Courtyard areas would be open during the day and gated-off at night by the site management team with access then only available to the courtyard areas by fob system.

6.114 Summary

- 6.115 The proposed development would replace an ageing medical facility that is no longer required with a new predominantly residential neighbourhood of a high-quality contemporary design that is reflective of local characteristics and is set within a well-considered and highly landscaped setting. It would re-connect the site to the

surrounding residential neighbourhood and would improve connections to local services and infrastructure for existing residents nearby.

- 6.116 The building heights, and the scale and massing of the proposed development overall, would contribute to optimising the development of this large urban site and would not appear out of keeping when viewed from the surrounding area. The overall development would have a positive visual impact on the local built environment context.
- 6.117 The development is strongly supported by the Quality Review Panel, who expect the high design quality of Phase 1A of the scheme to be secured in later phases of the development through the imposition of the proposed design code.
- 6.118 The Council's Design Officer also supports the development by stating that: *"From a design point of view, these proposals are an exemplary masterplan, that should help to integrate this new residential neighbourhood into the wider context of neighbouring residential neighbourhood, public park and continuing hospital"*.
- 6.119 As such, it is considered that the development is acceptable in design terms.

Heritage conservation

Legal Context

- 6.120 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.121 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
- 6.122 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66 (1) intended 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."
- 6.123 The judgment in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says 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 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.

- 6.124 The Authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in *Barnwell*, 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 strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.125 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.

Policy Context

- 6.126 London Plan Policy HC1 states that development proposals affecting heritage assets and their settings should conserve their significance. Local Plan Policy SP12 and Policy DM9 of the DM DPD sets out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings. Policy DM9 also 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; and sets out a range of issues which should be taken into account.

Local Heritage Context

- 5.1 The northern part of the site is located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site parallel to St Ann's Road. There are no statutory listed buildings at the site, though the site does include Mayfield House, which is a locally listed building. 300 metres to the east of the site is the Grade II* listed St Ann's Church, Grade II listed St Ann's Church school and Grade II listed 1-5 Avenue Road.

Assessment of Impact on Heritage Assets and their Setting

- 6.127 Section 16 of the NPPF states that, in determining applications, the following should be taken account of: (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and (c) the desirability of new development making a positive contribution to local character and distinctiveness.

- 6.128 The NPPF continues to state that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. 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 including, where appropriate, securing its optimum viable use.
- 6.129 Furthermore, the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.130 The site is no longer required for medical purposes and as such the existing low-rise aging medical buildings, (most of which do not have a historic character that would require their retention and many of which are already derelict) would be removed from site. The applicant has committed to retaining some heritage features, as appropriate, within the new development including bricks, ironworks and other historic features of interest. The buildings with the greatest heritage characteristics, all of which are located within Phase 1A, which includes the locally listed Mayfield House, the Peace Building, the Admin Building, two gate lodges, Mulberry House and the water tower, would be retained, restored and re-used on site. These surviving heritage buildings within the site would form focal points for new streets and spaces, thus creating a gradual transition between the historic character of the site and its new, taller buildings forming the remainder of the development.
- 6.131 The development includes the provision of a series of new openings through the northern brick boundary wall. The wall currently presents a strong defensive feature on the site's northern boundary which, although a key feature in the conservation area, prevents the site from fully engaging with the existing public realm and community activities north of the hospital. The proposed amendments to this wall include the installation of a new vehicle access, new pedestrian entrances and 'window' features which all increase visual permeability into the site. The linear geometry of the wall, and its enclosing nature, would be predominantly retained. The redeveloped hospital site would thereafter be viewed in tandem with the historic environment of the conservation area. These new openings would facilitate the joining of these two formerly distinct neighbourhoods whilst also encouraging movements between the two areas north and south of the wall. It is considered that these new sympathetically designed openings would therefore enhance the general experience of the conservation area whilst also facilitating other benefits for the local community including increased public safety from a greater amount of pedestrian activity and natural surveillance and increased access to new non-residential uses, public realm areas and open space for local residents.
- 6.132 The re-use of existing built materials as part of the redesigned landscape would ensure the history of the site can be read at a variety of scales, thereby further enhancing the historic character of the development and maximising its relationship with the conservation area.
- 6.133 New buildings would be erected within the conservation area, which includes the homes within Plot A (Phase 1A - detailed application) and Plots O1 and O2 (outline application). These homes would be between two and three storeys in height and their

traditional design and materiality would be reflective of the characteristics of the conservation area. Exact details of the homes within Plots O1/O2 would be secured through the design code. All other new buildings would be located outside of the conservation area.



6.134 The detailed element of the application includes Plot B homes to the eastern side of the site and north of the water tower, which have been sensitively designed with a limited height and scale to ensure the water tower remains as a prominent site feature. Plot C, the closest to the conservation area of the two blocks fronting the Peace Garden, would be five storeys in height stepping up to seven storeys further to the south. This transition of building heights from three storeys at the sides northern and eastern edges to its centre is supported by the visual permeability between the building within the development as provided by their surrounding streets and their central courtyards. The tallest buildings would be sited far away from the conservation area to reduce their visual impact on that heritage environment. This gradual stepping in height up from the conservation area creates an interesting and varied roofscape that visually connects with the conservation area without dominating it, whilst also characterising the buildings behind it as a clearly defined new neighbourhood. Plot D would be significantly screened from key views within the conservation area by the boundary wall and other proposed buildings.



6.135 The buildings within the outline phases of the development would have a similar impact on the conservation area and local heritage. They would be a maximum of nine storeys in height, with a gradual stepping up from the northern site boundary where the conservation area is located. The high-quality detailed design of these buildings, and respectful impact on the conservation area, would be secured through the robust development parameter plans and design code. The scale and siting of the proposed outline buildings, with particular reference to the Plot O1/O2 buildings, has been designed to maintain the prominent visibility of St Ann's Church spire from within the application site.



6.136 St Ann's Church and its group of adjacent listed buildings, and their settings, would not be significantly affected by the proposal due to their significant distance away from the new buildings. This is shown in viewpoint 9 of the *Townscape and Views* Chapter in the *Environmental Statement* (see below) in which the outline element of the development, the closest part to those heritage assets, is predominantly screened from them.



View 9: Outside of St Ann's Church looking west along St Ann's Road (proposed outline development shown with dotted frame)

Heritage Impact Summary

- 6.137 The proposed built form of the development overall would complement and accentuate the site's heritage, creating a range of new routes and spaces, whilst the proposed massing and scale responds to the proportions and character of the surrounding townscape. The visual relationships between heritage assets, green spaces and Conservation Area are preserved with sensitive massing and landscaping, the historic fabric and appearance of the retained buildings are retained and complemented by green spaces and key views across and out of the Conservation Area have been carefully assessed, with the impact from new development mitigated through an appropriately sensitive design and materiality.
- 6.138 The proposed development would deliver several enhancements to St Ann's Conservation Area by removing low quality 20th century development, by retaining good quality existing historic buildings, materials and green spaces, and by making heritage buildings focal points within the new development. It would enhance the existing landscape quality and would preserve the special interest of and key views both to and from nearby listed buildings.
- 6.139 The Council's Conservation Officer has reviewed this development proposal and states: *"the submitted application and related assessments show that the proposed development has been thoroughly and sensitively designed to address its heritage setting, to mitigate the impact caused by the increased scale, density, and height on the doorstep of the conservation area and its distinctive scale and townscape. The*

new development will deliver a new residential quarter of high-quality buildings and public spaces with massing, scale, design complementary to and respectful of their heritage setting and the proposed scheme is fully supported from the conservation standpoint.” Historic England has stated that it is content for a decision on this application to be taken by the Council. The Quality Review Panel has stated that the development relates well to the retained wall and conservation area.

- 6.140 The Council's Conservation Officer has also confirmed that, in their view, the development as a whole would have a minor adverse impact on the conservation area and the setting of the conservation area, which in turn would lead to a low level of less than substantial harm on the significance of the St Ann's Conservation Area and its setting.
- 6.141 Noting that the Conservation Officer finds a low level of less than substantial harm the NPPF sets out that where there is less than substantial harm to the significance of heritage assets *“this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*
- 6.142 In terms of whether this proposal provides the optimum viable use, the development would have a high-quality overall design, would provide new housing, including a level of affordable housing that is significantly above policy targets, and new non-residential space to serve the local community including the provision of new jobs and discounted workspace. It would be in general accordance with the requirements of Site Allocation SA28 including the provision of improved pedestrian and cycle connectivity through new opening in the south-west corner that would connect Green Lanes and St Ann's Road. It would redevelop large parts of the existing hospital site that have been underutilised for a long time, and which are falling into disrepair.
- 6.143 Therefore, given a balanced assessment of the proposal's stated low level of harm to local heritage against its substantial wider benefits to the local community, it is considered that the proposal would be acceptable in heritage conservation terms.

Archaeology

- 6.144 Policy HC1 of the London Plan states that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Policy DM9 of the DM DPD states that all proposals will be required to assess the potential impact on archaeological assets and follow appropriate measures thereafter in accordance with that policy.
- 6.145 The site is not located within an area of archaeological interest. Nevertheless, the size of site merits a consideration of its archaeological impact. The Greater London Archaeological Advisory Service (GLAAS) has been consulted on this application and raised no objections to the proposal, subject to a written scheme of investigation being secured by condition.
- 6.146 As such, the proposed development would be acceptable in terms of its impact on heritage assets.

Residential quality

- 6.147 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.
- 6.148 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Standard 29 of the SPG requires the number of single aspect homes to be minimised, with north-facing single aspect properties avoided. Policy DM1 requires developments to provide a high standard of amenity for its occupiers.
- 6.149 In general terms, the development is of a very high-quality layout and residential standard, having been through a rigorous design process including multiple assessments by the Quality Review Panel.

General Residential Quality

- 6.150 All homes would meet the internal living space and amenity space standard requirements of the London Plan. All homes would also have access to communal courtyards and the expanded Peace Garden. The older adults housing in the western block of Plot C would include a shared communal lounge for the use of residents. It would also benefit from direct access to the internal courtyard as well as an internal shared winter garden on each of the upper floors.
- 6.151 Within the detailed Phase 1A, the number of dual-aspect homes has been maximised. All homes with two or more bedrooms would be at least dual aspect. One-bedroom single-aspect units within the eastern building within Plot C would face east and as such would benefit from views across the expanded Peace Garden. The western building within Plot C is formed predominantly of one-bedroom units (older adults housing). Four homes are provided at corners to enable dual aspect. The remaining one-bedroom homes in that building face east and west rather than north.
- 6.152 Within Block D, all ground floor units and two-bedroom units are dual-aspect, with single aspect units facing west. As such, no north-facing single-aspect units would be provided within Phase 1A. With regards to the later outline phases all two-bedroom homes would be dual-aspect and no north-facing single-aspect homes would be provided.
- 6.153 Standard 12 of the Mayor's Housing SPG states that all access cores should generally serve no more than eight units. All blocks would have fewer than eight units per core, except for the older adults building which would have a maximum of nine units on some floors. This is a consequence of the small size of the units, which are mostly one-bedroom homes. Instead, the core has been enlarged and split into two separate staircases (to one main entrance). The older adults homes would have other internal amenity benefits including more generously spaced corridors, and the provision of lightwells, shared wintergardens and glazed internal doorways that would maximise natural light ingress to communal areas.

6.154 The development would make provision for fibre broadband connectivity to all homes in accordance with Policy SI6 of the London Plan.

Daylight, Sunlight and Overshadowing

6.155 The BRE guidelines for day/sunlight in proposed developments was updated in June 2022. The applicant has submitted an *Internal Daylight & Sunlight Report* which considers the development against the new guidelines.

6.156 The Mayor's Housing SPG states that BRE guidelines for daylight and sunlight need to be applied flexibly and that the guidelines should be applied sensitively to higher density development. 90% of rooms are shown to achieve the updated daylight level guideline targets, and 94% of units contain at least one room that achieves the updated sunlight level targets. These levels of sunlight and daylight provision are very good for an urban area.

6.157 In respect of overshadowing of the amenity areas, the expanded Peace Garden provides a large open space in the centre of the site that receives ample sunlight. Of the smaller residential amenity and shared courtyard areas, 71% of these meet the BRE guidelines (50% of the amenity area should receive at least 2 hours of sunlight on 21st March). Many of these areas are gardens located immediately to the north of homes which should expect lower levels of sunlight given their orientation. The other areas are shared residential courtyards to Plots C (detailed), H and M (both outline) which are significantly surrounded by built form including blocks immediately to their south. These amenity areas are all a short walk to the much larger and predominantly unshaded expanded Peace Garden. It is also noted that these spaces receive good levels of sunlight in summer months. The provision of unshaded open space throughout the development is therefore considered to be good.

Outlook and Privacy

6.158 Each block has been designed to maximise outlook across the Peace Garden. Separation distances between blocks is generally no less than 18 metres throughout the development proposal, and most separation distances between properties would be significantly greater.

Children's Play Space

6.159 Policy S4 of the London Plan seeks to ensure that all children and young people have safe access to good quality play and informal recreation space, which is not segregated by tenure. At least 10 sqm play space per child should be provided to all qualifying developments.

6.160 The Mayor's Child Play Space calculator estimates a total of 494 children would reside within the development which creates a requirement of 4,938.2sqm of play space. The play spaces requirements are split into 2,240sqm for under 5s, 1,660sqm for 5-11 year olds and 1,040sqm for 12s and over.



6.161 Doorstep play space (for under 5s) must be provided within close proximity of homes. Each of the 70 new terraced homes would provide 10sqm of doorstep play space within their rear gardens. This leaves a requirement of 1,540sqm of doorstep play which would be provided within the communal courtyards and public amenity areas adjacent to several of the residential blocks. Playable landscape features would be provided to exceed the 1,600sqm play space requirement for 5-11 year-olds. The Peace Garden also provides spaces for older children of 12 years old to gather and interact, including a cast iron 'folly shelter' and various benches. These areas, combined with the Peace Garden itself, cover more than 2,000sqm which is much greater than the play space requirement for those children of 12 years and older as stated above. Additional play space for children, such as a multi-use games area, playing field and playground, is also available in Chestnuts Park to the north of the

site. Exact details of the layout and equipment within play areas would be secured by condition.



Access and Security

- 6.162 NPPF paragraph 97 states that planning decisions should promote public safety and should take into account wider security requirements.
- 6.163 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design and seeks to ensure new development can be used easily and with dignity by all. London Plan Policy D7 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Policy DM2 of the DM DPD requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.164 97 (9.7%) of the proposed homes have been designed to meet wheelchair user home standards in accordance with Building Regulations requirement M4(3). All other dwellings would meet the accessible and adaptable homes requirements of M4(2). The wheelchair units would be spread throughout all phases, tenures and property sizes of the proposed development. Wheelchair units would be provided at ground floor where possible for ease of access for residents. All blocks would be provided with two wheelchair-accessible lifts, which maximises the accessibility of the upper floors for all residents.
- 6.165 Building entrances would be safe and easy to identify with access interfaces such as entry phones that can be easily reached by both residents in wheelchairs and young children. A standalone *Access Statement* has been submitted with the application that identifies a range of high-quality access measures including covered building entrances, level thresholds and wide communal corridors. The older adults block would benefit from additional circulation areas, with a benefit including diffused natural lighting. General pedestrian and cycle access to all buildings from surrounding streets would be improved through the provision of the new wall openings in the northern boundary and south-west corner of the site.

- 6.166 The development has been designed with input from the Designing Out Crime Officer (DOCO) of the Metropolitan Police. The development masterplan is laid out to form a highly legible neighbourhood with clear lines of sight and logical pedestrian desire lines. Active frontages and passive surveillance from windows would be maximised. Fob-controlled front doors and circulation areas would ensure building security. The DOCO recommends that the communal courtyards are closed at night-time and a method for achieving this would be secured by condition.
- 6.167 The development would include defensible space, located between footways and front elevations, to all buildings throughout that would provide a clear identification of private and public space, improve the visual quality of the public realm and would improve security across the development by discouraging climbing and anti-social behaviour. The Designing Out Crime Officer has reviewed this application and raised no objections subject to conditions.
- 6.168 The development would provide a significant number of new homes and as such the Metropolitan Police has stated that the proposed population growth would require resources towards additional policing in order to ensure that safety and security in the local area is maintained. A financial contribution towards local policing is therefore secured by planning obligation.

Air, Noise and Light Pollution

- 6.169 The proposed development would be located in an existing residential area which would be suitable for new residential development in respect of the impact to new residents from existing local air quality and noise conditions. The *Air Quality* section (Chapter 11) of the *Environmental Statement* submitted with the application states that the development would be better than neutral in terms of its air quality impact.
- 6.170 In terms of noise, conditions will be included to limit potential disturbance from proposed mechanical plant noise. Some habitable rooms within the development could experience minor adverse effects in terms of airborne noise from roads or the railway line, for example. These impacts could be mitigated through upgraded acoustic glazing and ventilation systems. A detailed assessment of the noise impact of the development and mitigation options can be secured by condition.

Fire Safety

- 6.171 In 2021 the Government introduced Planning Gateway One (PG1) for all 'relevant' developments i.e. new buildings that contain two or more dwellings and which are 18 metres (or seven storeys) or greater in height. PG1 requires a fire statement to be submitted with planning applications for these relevant developments and also establishes the Health and Safety Executive as a statutory consultee for relevant development.
- 6.172 Policy D12 of the London Plan requires a fire safety statement to be submitted which has been prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 of the London Plan also seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments, where lifts are installed, as a minimum, at least one lift per core (or more, subject to capacity assessments) should

be a fire evacuation lift, suitably sized to be used to evacuate people who require level access from the buildings.

- 6.173 The fire safety of the development would be checked at building regulations stage. For the purposes of this application, the submitted *Fire Statement* confirms that one lift per core would be suitable for emergency evacuation, that fire service vehicles would be able to reach the new dwellings from the access points in the north of the site and that water sources for dealing with fires would be available either outside of or within the application site.
- 6.174 All communal stairwells would be constructed as fire-protected stairs. Within the detailed component (Phase 1A) all flats would be protected by sprinklers and all blocks would be finished in fire-rated external wall systems. The Health and Safety Executive has assessed this application and is content with the proposals as submitted. Further fire safety information would be secured by condition and as part of all reserved matters applications.
- 6.175 Therefore, to summarise, the residential quality of the proposed development is of a very high quality and in accordance with the policies referenced above and is therefore considered to be acceptable, subject to conditions and further details being submitted as part of reserved matters applications for the outline phases.

Neighbouring amenity

- 6.176 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.
- 6.177 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and safeguarding of amenity for a development's users and neighbours. Proposals are required to provide appropriate levels sunlight, daylight and aspect to adjacent buildings and land, and to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight, Sunlight and Overshadowing

- 6.178 There are no existing dwellings immediately to the north, east or south of the site. The closest neighbouring properties to the proposed development are those on Warwick Gardens, which are separated from the proposed three storey homes on Plot B by a minimum of 20 metres.
- 6.179 A *Daylight & Sunlight Report* has been submitted with the application. This report states that the majority of existing properties located on the eastern side of Warwick Gardens would continue to experience levels of daylight or sunlight in excess of the BRE guidelines for virtual sky component/no sky line (daylight) and annual probable sunlight hours (sunlight), including those residencies at 1, 3, 7, 9 and 13-65 Warwick Gardens.
- 6.180 The habitable rooms of the remaining properties on the eastern side of Warwick Gardens would experience minor daylight and sunlight transgressions from the BRE guidelines to some windows on their eastern elevations. For each of the affected

windows to the building numbered 67-109 Warwick Gardens, which just number 5 of the 59 windows assessed (8.5%), the daylight reductions would be very minor (circa 1.2%) and therefore not noticeable, whilst there would no transgressions against the BRE guidance for sunlight.

- 6.181 For 5 Warwick Gardens, all windows would meet the BRE requirements for day and sunlight, except for one ground floor window which would have a 36% reduction in daylight according to the no sky line requirements. There is also a building on St Ann's Road, no. 291, which includes two windows that would experience some transgressions against the no sky line daylight requirements whilst meeting the BRE guidance in sunlight terms. For a development of this size and scale these minor reductions in daylight (no greater than 39% against a BRE 20% reduction target) are not considered to be significant in the context of the application as a whole, and the rooms impacted would still be considered to have good levels of daylight for an urban area.
- 6.182 Impacts on the neighbouring hospital buildings would also be within reasonable limits for non-residential accommodation. All existing amenity areas assessed within the report would exceed the BRE sunlight target of 50% of their areas receiving at least 2 hours of sunlight on 21st March, once the development is completed. As such, there would be no material adverse impacts on neighbouring properties in terms of a loss of daylight or sunlight, or in terms of overshadowing of their amenity spaces.

Outlook and Privacy

- 6.183 The separation distance between the proposed buildings and existing residential properties is at least 20 metres in all cases. This is a good separation distance for an urban area and would ensure existing homes in the area retain good levels of outlook and privacy. The existing hospital buildings would also remain sufficiently private for the same reason.

Air Quality, Noise and Light Impact

- 6.184 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.
- 6.185 The development would be at least air quality neutral. It would be heated through low-carbon measures, thereby avoiding the use of gas boilers on site. There would be only low levels of noise emanating from this development due to its primarily residential use. Non-residential uses would mostly be located towards the centre, north and south of the site, away from neighbouring residential properties. Any plant equipment required by non-residential facilities would have noise levels controlled by condition. Light emissions would not be significant or beyond the levels experienced on typical residential streets. As such, both neighbouring properties and the retained hospital buildings would not be adversely affected.

Construction Impact

- 6.186 Any dust, noise or other disturbances relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Appropriate mitigation measures would be put in place during these works to protect local amenity including that of nearby residential properties, the adjacent retained

hospital site and other noise sensitive uses in the surrounding area including nearby schools. The construction methodology for the development would be controlled by condition and monitoring of construction works and traffic movements would be secured through planning obligation.

6.187 Therefore, it is considered that the future mitigation measures would ensure that any potential adverse impacts of the proposed development on the amenity of existing neighbouring occupiers and residents and the retained hospital, is acceptable.

Social and community infrastructure

6.188 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. Policy SP16 of the Local Plan sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough.

6.189 The applicant has committed to providing 5,000sqm (GEA) of non-residential floorspace within the proposed development, some of which could include community facilities. The quantum of community space is not yet agreed with the Council and provisional S106 obligations are included with the final detail to be agreed. The non-residential uses are envisaged to complement and not compete with existing community uses in the area.

6.190 The development would have significant benefits to the local community including the provision of substantial amounts of new housing and affordable housing that contributes towards meeting Haringey's housing need, new permanent and temporary construction jobs, affordable workspace and other non-residential facilities, new open and play space, improved local connectivity and access to public transport and increased ecology on site.

6.191 There is sufficient social infrastructure in the local area to support the emerging community. In terms of GP services Chapter 6 of the *Environmental Statement* identifies that 2 of the 6 identified local GP practices were operating below capacity when benchmarked against the Health Urban Development Unit (HUDU) model standard of 1 GP for 1,800 patients. This evidence has identified that the Grove Road and Old Surgery facilities have 1,776 patient places between them. This is a slight shortfall of 470 GP places against the number of new residents for the development (2,246), on the assumption that all new residents wish to register with a local GP. This relatively minor shortfall in GP service provision can be adequately offset by a financial contribution secured through planning obligation towards the improvement of local GP surgeries. Furthermore, the substantial Community Infrastructure Levy (CIL) receipts that are expected to be received from this development would also contribute to general local healthcare improvements.

6.192 In terms of local school places, the Chapter 6 of the *Environmental Statement* also identifies that the development would generate a need for 162 primary school places and 75 secondary school places which could be adequately accommodated within existing school place surplus capacity in the local area.

6.193 As such, it is considered that the development would provide adequate social and community infrastructure and would not have a detrimental impact on existing social and community services, which can absorb the needs of future residents of the development.

Transport and parking

- 6.194 London Plan 2021 Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 of the same document set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.195 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 and seeking to locate major trip generating developments in locations with good access to public transport. Policy DM32 of the DM DPD states that the Council will support proposals for new development with limited on-site parking.

Assessment

Access, Connectivity and Wayfinding

- 6.196 The proposals would retain the existing vehicle access point from St Ann's Road as a pedestrian and cyclist route only and would introduce two new vehicular access points to the east and west of the current site entrance, which is supported. The proposed pedestrian and cycle link to Warwick Gardens would create a convenient walking and cycling route between St Ann's Road and Harringay Green Lanes station, significantly increasing the maximum transport accessibility of the site up to a PTAL of 4. This link would be secured through planning obligation. A wayfinding strategy for the wider masterplan site and surrounding areas to enable pedestrians to locate public transport facilities would be secured by condition and planning obligation.
- 6.197 The applicant is proposing works to the public highway on St Ann's Road and to a more limited extent on Warwick Gardens, enabling connection to the public realm improvements south-west of the application site. Details of these works would be secured through a Section 278 agreement. The applicant has agreed to contribute towards an investigation into the provision of a cycle route on St Ann's Road and this shall be secured through a planning obligation.

6.198 Car Parking

- 6.199 Concerns have been raised that the level of parking on site is too high. The applicant is proposing a 'car-capped' scheme with a proposed parking ratio of 0.17 car parking spaces per dwelling, based on 995 homes which equates to a total of 167 spaces (including Blue Badge parking spaces). This is compliant with London Plan Policy T6.1. Family-sized homes would be given priority access to parking spaces and confirmation of this shall form part of a parking management plan secured by condition. This level of parking is therefore considered appropriate for this site.
- 6.200 3% Blue Badge parking is proposed from the start of the development and an additional 2% could be provided, through the conversion of other parking spaces, if future demand was to arise. Blue Badge bays would be located close to each block.

Parking on site would be privately managed by the affordable housing provider and future occupants of the development would require a permit from them to park on site. Future occupants of the site would be prevented from applying for parking permits from the Council, which would prevent them parking in local streets with parking controls. Six wheelchair parking spaces would be provided for users of the non-residential units. All car parking spaces would be provided with either 'passive' or 'active' electric vehicle charging points with details secured by condition.



6.201 The development would be supported by a range of sustainable transport initiatives to minimise car use including travel plans for both residential and commercial elements of the proposal, provision of five car club spaces, high-quality cycle parking (as described below), improved connectivity and wayfinding to local transport hubs, and others as described further above and below in this report.

6.202 Cycle Parking

6.203 The applicant would provide 1,916 cycle parking space in accordance with the London Plan. London Cycle Design Standards (LCDS) would generally be met across the whole site, which is welcomed. In respect of the detailed component, there would be some slight deviation from the LCDS in respect of distances between cycle racks in some cycle stores this is acceptable in the context of the general high-quality of the

cycle parking provision. As such, this arrangement is supported by Transport for London and Haringey's Transportation Officer. Details regarding short stay cycle parking locations can be secured by condition. Further information is required in respect of cycle parking layout for the outline phases, which shall be provided in accordance with Policy T5 of the London Plan and secured as part of the reserved matters applications.

6.204 Transport Impact – Road Network

6.205 The proposed increase in the site's PTAL to 4 would enable a low level of parking to be provided which would limit the impacts on proposed development on the highway network. There would be a minor increase in trips to and from the site. The recently installed trial low traffic neighbourhood north of St Ann's Road would contribute to reducing traffic levels in the local area and thus partially mitigate this minor increase. As such, the minor increase in traffic would not significantly impact on the highway network. The development would also contribute towards lowering traffic dangers in the local area by providing a financial contribution towards the Mayor of London's accident vision zero initiative.

6.206 Transport Impact – Public Transport Network

6.207 The existing bus stops outside of the application site would not be affected by the installation of the new vehicle access junctions. The proposed development would result in an increase in the number of trips on the local public transport networks. There are currently a range of public transport options available locally including London Underground, Overground and bus services, and a wide range of services and destinations can also be accessed on foot or by bicycle from the site. As such, given this range of transport options, trips would be distributed across the wide range of services and destinations. The overall impact of the development on the public transport network would therefore not be significant.

6.208 Network Rail has raised no objections to the proposed development's impact on their infrastructure, subject to informatives.

6.209 Deliveries and Servicing

6.210 A Delivery and Servicing Plan (DSP) has been submitted with the application. The management of waste collections, overall level of servicing and waste store locations are acceptable. The Council's Waste Management Officer has not raised any objections to these waste collection arrangements. The final DSP shall be secured by condition. Details of deliveries and servicing for the outline phase would be secured as part of reserved matters applications.

6.211 Highway and Public Realm Improvements

6.212 A range of public realm and highway improvements would be secured as part of this application including: improvements to crossing facilities, street lighting and guard rails at St Ann's Road / La Rose Lane, improvements to the pedestrian footways on St Ann's Road toward Grove Road and Chestnuts Park, and improvements to the car

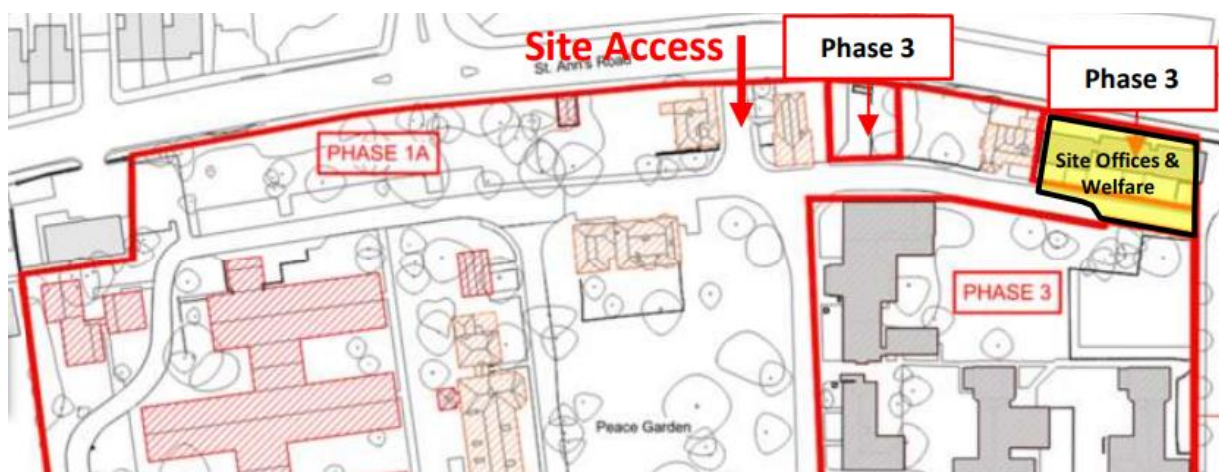
park, including the crossover, at the junction of Warwick Gardens and Stanhope Road, which will become part of the south-west link, and the creation of two pedestrian crossings on St Ann's Road. The development would contribute towards the potential future installation of a cycle lane in the future on St Ann's Road. The development would also open up the application site to the general public through the installation of new wall openings in the northern boundary which is a significant public realm benefit.

6.213 All highway and public realm improvement works will be secured by planning obligation.

6.214 Construction and Demolition Works

6.215 Construction works are generally controlled by non-planning legislation. An *Outline Construction Logistics Plan* has been submitted within the *Environmental Statement*. It is estimated that there would be a maximum of 34 construction vehicle movements per day during the construction programme. Construction traffic would be required to stay on main roads. The access and egress points for construction vehicles would be on St Ann's Road as this is the only road from which direct access to the site can be achieved. The construction staff would be encouraged to travel to site using public transport and bicycles. A Detailed Construction Logistics Plan would be secured by condition for Phase 1A and for all reserved matters applications.

6.216 A *Demolition Construction Logistics Plan* (DCLP) has been submitted with this application, which would enable the site to be prepared for construction works as soon as possible. Demolition vehicles would access and egress the site from St Ann's Road, using the existing vehicle entrance between the West and East Gate Houses. The DCLP identifies that construction/demolition vehicles would travel to and from local main roads such as the A10 Seven Sisters Road to the east, rather than heading west on St Ann's Road or north along La Rose Lane. This would minimise disturbance to local residents and local schools. See below for a plan showing the site demolition access point. During demolition works an average of five trucks per day would access the site, which is not a significant number in the context of the current usage of the existing highway network.



6.217 *Summary*

6.218 The Council's Transportation Officer has assessed this application and raises no objections subject to conditions and obligations. Parking provision at a ratio of 0.17 is supported in this area, which would have a high level of public transport accessibility

once the development is completed. The proposed lower levels of parking would be facilitated by the provision of sustainable travel measures including parking permit restrictions, high quality cycle parking, car club spaces and a travel plan. The number of vehicle movements from the development would not be significant. The impact on public transport is expected to be low.

6.219 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

Trees, urban greening and ecology

Policy Context

6.220 London Plan Policy G4 states that development proposals should not result in the loss of open space. Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. Predominantly residential developments should meet a target urban greening score of 0.4. Policy G6 states that Sites of Importance for Nature Conservation (SINCs) should be protected and seeks to secure biodiversity net gain. Policy G7 states that existing trees of value should be retained and replacement trees should be shown to be adequate through an appropriate tree valuation system.

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

6.222 Policy DM1 of the Development Management 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 DM19 states that developments adjacent to SINCs should protect or enhance the nature conservation value of the designated site. Policy DM20 states that development that protects and enhances Haringey's open spaces will be supported. Reconfiguration of open space is supported where there is no net loss of open space across the site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

Open Space

6.223 The application site is located opposite the existing Chestnuts Park, which is a large publicly accessible open space. Nevertheless, the development proposal would take the opportunity to increase the availability of publicly accessible open space in the local area by expanding the existing Peace Garden to provide a large green area at the heart of this new development.

6.224 The former hospital site included areas of open space that were technically accessible to the public, but were mainly used by patients, visitors, and staff at the hospital. These open areas are mostly green verges, spread around the application site, with limited functionality. The proposed development would provide a substantial amount of open space within the rationalised Peace Garden park that is easily accessible from St Ann's Road. Further open and amenity spaces would be available throughout the development including a neighbourhood square and two smaller 'pocket parks' within Phases 1b and 2 ('Birch Grove' and 'Eastern Orchard'). The proposed courtyard areas would also be accessible to the public during daylight hours. The replacement open

space areas would result in a significant increase in the quantum of publicly accessible open space on site from 8,933sqm to 15,182sqm.

- 6.225 As such, the amount of open space provided within the development proposal is acceptable as there would be an increase in the quantum, quality and functionality of open space on site.

Trees

- 6.226 The mature existing trees create a distinct and characterful landscape setting on the site and are recognised in the *Design and Access Statement Volume 2 – Landscape* submitted with the application as being an important part of the site's landscape heritage. This development aims to build on this existing landscaped character. Many different types of trees have been intentionally planted throughout the hospital over its history, including a range of fruiting trees, to increase the therapeutic character of the hospital grounds. This gives the site's landscape the appearance of an arboretum. There are rare and exotic species in amongst a range of more common and UK native trees.
- 6.227 A significant number of objections have been received in relation to the loss of trees. There are 227 trees on the existing site plus 32 tree groups. The layout of the development necessitates 114 of these trees and 30 tree groups being removed. The trees being removed are primarily lower quality trees with just two Category A trees being lost. No veteran or ancient trees would be removed or adversely affected by the development.
- 6.228 The number of new trees of varying sizes to be planted on site has been increased to 471 (83 more new trees than were initially proposed), which is a net increase of 357 trees across the site (not including tree groups). Of the 471 new trees, 137 large trees and 216 medium trees would be planted. The trees would be of a good quality and subject to appropriate levels of aftercare to ensure they survive and thrive on site. The layout and spread of trees across the application site means that a loss of trees is unavoidable if any development is to come forward at the site that optimises the development potential of the site. Trees have been an important consideration during the pre-application process and the development layout was altered significantly prior to submission to ensure that the singular veteran tree on the site, the Spotted Thorn, is adequately accommodated within the proposals.
- 6.229 It is recognised that trees are an important feature of the existing site's character. The applicant has increased the number of trees to be planted on site and it is now considered that the amount and quality of tree planting on the site has been maximised. Further additional tree planting, or the planting of a greater number of larger trees, is not possible without jeopardising the ongoing general health of the proposed replacement tree planting and their ability to grow successfully and survive.,
- 6.230 Although the net increase in tree planting on site would be significant, it is expected that there would be a limited loss of tree canopy cover in the initial years following on from the completion of the development. The Council's Tree Officer notes that this equates to a net loss of 0.382 hectares of canopy. The applicant has stated that this canopy loss figure is based on a number of technical and other assumptions that make it a 'worst-case' scenario. For example, the existing 'tree groups' must be considered as trees for the benefit of the canopy comparison analysis, when on site photographic evidence shows they are mostly scrub and hedge. The analysis 'double counts' tree

canopies where they combine, whereas new trees would be appropriately spaced to maximise the visual benefits of their canopies and to allow them space to grow. New trees must be assessed as saplings, when in fact many large trees with substantial canopies would be planted.

- 6.231 The applicant has submitted a revised estimate of the tree canopy figure for the proposed development which shows there would be a 0.07 hectare increase in tree canopy cover following on from the construction of the development. Furthermore, this canopy cover is expected to significantly increase following completion of the development, with the worst-case scenario net loss figure referenced above being entirely replaced over a twenty-year period and further increases expected in the canopy cover thereafter.
- 6.232 The Council's Tree Officer has been consulted on this application and raised no objections regarding the number and quality of trees being removed as they are generally small and medium trees only. Especially large, veteran or ancient trees would not be removed. A wide selection of replacement tree species would be planted, contributing towards the creation of a series of landscaped character areas across the site and providing a year-round interest.
- 6.233 The landscaping proposals are detailed, well-considered and supported by an appropriate maintenance regime that would ensure a high-quality landscaped environment once the development is completed. The Council's Tree Officer has stated that the trees that would be removed are generally short-lived small to medium sized trees that are replaceable. It has also been confirmed by the Tree Officer that replacing trees lost with a range of tree species, including small trees that are likely to successfully establish and grown over time, is supported, whilst the proposed tree planting would ensure that the arboretum characteristics of the existing site would be adequately replicated in the proposed development.
- 6.234 The Council's Tree Officer has also confirmed that the approach to tree protection during demolition and construction is acceptable as described in an *Arboricultural Method Statement* submitted with the application. All replacement trees that die within the first five years of the development shall be replaced and this shall be secured by condition.

Ecology and Biodiversity

- 6.235 The *Environmental Statement* submitted with the application includes Chapter 13 on biodiversity and ecology. This document confirms that the development proposal would avoid a detrimental impact on biodiversity and ecology and provide adequate mitigation and compensatory measures for the vegetation and trees that need to be removed. Roosting opportunities for bats would be protected as appropriate and new roosts provided within the new development. The development would be supported by a sensitive lighting strategy to adequately protect ecology including bats. Further ecological enhancement measures would be provided in the form of sustainable drainage measures, green roofs and wildlife rich landscape.
- 6.236 The existing ecological area to the south of the site would be increased in size by 45% and adequately protected during construction and demolition works. The proposed south-west link would cut through a small part of the existing ecological area, which would be mitigated by the substantial extension of this ecological zone to the east. The development would achieve an overall biodiversity net gain of 12%.

























6.237 As such, the Council's Nature Conservation Officer has raised no objections to this proposed development, subject to conditions. Natural England has been consulted on this application and has also raised no objections.

Urban Greening Factor

6.238 The development has been designed to maximise its urban greening factor through the inclusion of a range of features including high-quality tree and landscape planting, sustainable drainage measures including rain gardens and bioswales, extended woodland and ecological areas, intensive green roofs and provision of vertical planting. This results in an UGF figure of 0.416, which exceeds the requirements of the London Plan Policy G5. This figure does not include many of the private garden areas for the new housing which would be expected to be laid to lawn and feature tree and other planting, which would further increase the greening and biodiversity of the proposed development.



Key:

 Flower-rich planting Area: 734m ²	 SINC Woodland (new) Area: 293m ²	 Existing trees Area: 4440m ²
 Groundcover planting Area: 2490m ²	 SINC Woodland (retained) Area: 2730m ²	 New trees (large; 25m ² per tree) Total number: 126 Total canopy area: 3150m ²
 Hedges & shrub mixes Area: 1160m ²	 Green roofs Area: 370m ²	 New trees (medium; 10m ² per tree) Total number: 188 Total canopy area: 1880m ²
 Lawns Area: 4136m ²	 Green roofs on tall blocks Intensive green roof: 6058m ² (40% total block roof area) Extensive green roof: 756m ² (5% total block roof area)	 New trees (small; 4m ² per tree) Total number: 69 Total canopy area: 276m ²
 Grasslands Area: 4621m ²	 Green roofs (private) (not included)	 Vertical planting (2m height) Area: 300m ²
 Defensible planting (shrubs) Area: 841m ²	 Private gardens (not included)	 Permeable paving Area: 12485m ²
 Raingardens Area: 1433m ²	 Native hedgerow (retained) Area: 185m ²	 Site boundary Area: 71904m ²
 Bioswales Area: 1565m ²		

6.239 It is considered that the proposed development provides a substantial increase in open space at the site, adequately replaces the landscaped and arboretum character of the site with a substantial increase in tree planting, and provides significant demonstrable urban greening, ecological and biodiversity benefits. Therefore, the development is acceptable in terms of its provision of open space, its impact on trees, its ecology and biodiversity impact, and its provision of urban greening, subject to conditions.

Carbon reduction and sustainability

6.240 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.

6.241 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.

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

Carbon Reduction

6.243 The applicant has submitted an *Energy Statement* in support of this application. Photovoltaic panels and air source heat pumps would be provided on building roofs. The development would not use fossil fuel combustion on site and the fabric efficiency of the buildings would be exceptional. Further details of PV/ASHP layouts can be secured by condition and at reserved matters stage to ensure the renewable energy and carbon reduction measures have been maximised on site.

6.244 The domestic parts of the development would achieve a 76% reduction in carbon emissions compared to 2013 Building Regulations. The non-domestic new-build elements would achieve a minimum of 56% reduction. This meets the carbon reduction targets set by the London Plan as described above and represents an annual saving of approximately 812.4 tonnes of carbon per year. The remaining 295.3 tonnes a year of carbon must be offset through a financial contribution of £841,605 (calculated at £95 per tonne per year for 30 years) which can be secured through a planning obligation. Due to the phased nature of the development carbon reduction measures would be reviewed at each reserved matters stage to ensure these are maximised at each stage of the development.

6.245 The development is expected to connect to the Council's district energy network (DEN), which will provide heating and hot water to the proposed dwellings in the future, when it becomes available. The detailed element of this application (Phase 1A) is expected to commence in 2023 and be occupied/operational in late 2024, which is too soon to connect immediately to the DEN. In the meantime, an on-site communal network fed by air source heat pumps would heat Phase 1A of the development as an interim solution. Both Phase 1A and later phases of the development could connect to

the DEN if this becomes available in the future, with similar interim heat pump solutions being followed for all later phases of the development.

- 6.246 The applicant has agreed to provide the required pipework on site to ensure a connection to the DEN is feasible in the future. Future options for connecting to the DEN can be secured by planning obligation and the status of the availability of the DEN will be reviewed at each reserved matters stage to ensure each phase of the development is given the maximum opportunity to connect to the DEN on first occupation.

Overheating

- 6.247 London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the cooling hierarchy.
- 6.248 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The modelling includes 137 habitable rooms, 48 dwellings, two corridors and 40 non-residential spaces within the detailed element (Phase 1A) modelled under the London Weather Centre files. All rooms pass the overheating requirements for 2020s climate model predictions. The features included within the development that help to achieve this include natural ventilation, high g-value glazing, external shading of windows by balconies, and limited mechanical ventilation. No active cooling is proposed. These measures are supported by the Council's Climate Change Officer.
- 6.249 Future overheating scenarios have also been considered and can be addressed through the integration of solar-control glazing, internal blinds or comfort cooling if needed. The Council's Climate Change Officer supports the mitigation measures proposed.

Whole Life Carbon and Circular Economy

- 6.250 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.251 SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste. The *Sustainability Statement* submitted with the application confirms that the operational energy strategy for the development would significantly reduce carbon emissions and would ensure that the development meets the GLA's carbon targets for each stage of the development including construction, use and end-life/deconstruction. Further carbon reductions would be secured prior to the start of construction works by condition.
- 6.252 The applicant has submitted a *Circular Economy Statement* which confirms a range of circular economy principles have been integrated into this development including maximising opportunities for minimising the quantities of materials used, sourcing materials responsibly and sustainably, eliminating waste, designing for longevity, adaptability and flexibility, and designing out waste from a range of actions including

construction, demolition, excavation and end user waste. Reporting of the achievement of circular economy targets would be secured by condition.

Summary

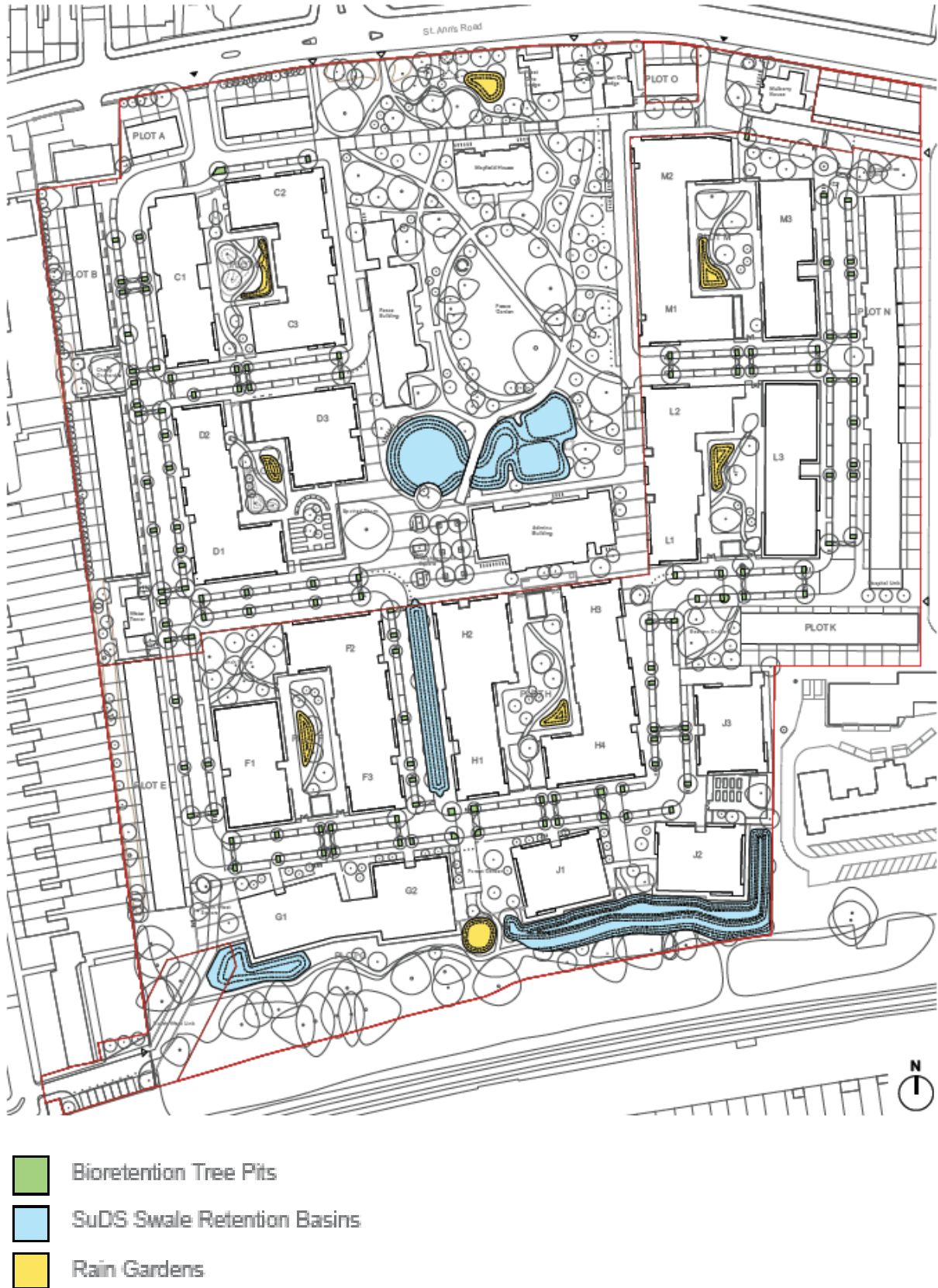
6.253 The proposal satisfies the required development plan policies and the Council's Climate Change Officer supports this application subject to conditions and planning obligations. As such, the application is considered acceptable in terms of its carbon reduction and sustainability.

Flood risk and water management

6.254 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.

6.255 The site is located within Flood Zone 1 which has a low risk of flooding. The application has therefore been submitted with a *Flood Risk Assessment and Drainage Strategy Report (FRADS)*. The FRADS points out that the site has no history of flooding and is at low risk from river/sea, surface water, groundwater and reservoir flooding. The site is located within a critical drainage area, however as described above the FRADS identifies a low risk of all types of flooding for this specific site. Groundwater is anticipated to be approximately 15 metres below AOD as such, given that there is no basement development proposed as part of this application, the risk of groundwater flooding is considered to be low.

6.256 The surface water drainage is proposed to connect to the public surface water sewer in St Ann's Road via an existing connection and discharge from the entire site will be restricted to 29.2 l/s with attenuation provided by swales, a detention basin, attenuation tanks and bioretention tree pits. The system has been designed to accommodate a 100 year + 40 % climate change storm event. The proposal also includes a further range of sustainable drainage measures including green roofs, rain gardens and provision of permeable paving throughout the development. The sustainable drainage features have been integrated into the development to achieve compound benefits including ecological and amenity improvements as well as maximising site drainage.



6.257 A new foul water connection to the public sewer is St Ann's Road is proposed to serve the development. Thames Water has confirmed that there is sufficient capacity to receive the peak foul water flow rate and have no objections to this proposal, subject to conditions.

6.258 The Council's Flood & Water Management Lead Officer has indicated that the drainage proposals are acceptable in principle subject to conditions for a detailed

surface water drainage scheme and drainage calculations to be submitted and for confirmation of long-term management and maintenance details. The Environment Agency has reviewed this application and have no comments to make in respect of its water impact.

Water Efficiency

- 6.259 A *Sustainability Statement* has been submitted with the application that indicates the proposed dwellings would provide a maximum indoor water consumption of 105 litres per person per day, which is in line with the optional standard in Part G of the Building Regulations and is compliant with London Plan Policy SI5. The Statement also notes that three Wat 01 credits are targeted for the non-residential uses on site, with water consumption reduced by 40%, which is also in accordance with Policy SI5. Water efficient fittings, water meters, and a leak detection system are proposed, which is supported. Rainwater and greywater harvesting should also be included in the development and the appropriate integration of these features can be secured by condition for the detailed phase and each reserved matters application.
- 6.260 As such, the proposed development is considered acceptable in terms of its risk of flooding and water management arrangements.

Land contamination

- 6.261 Policy DM23 of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.262 A *Contaminated Land Assessment (CLA)* has been submitted with the application. The report acknowledges the former and current use of the site for medical purposes. The made ground on site is subject to widespread contamination including traces of lead, arsenic, asbestos and other potentially harmful materials. Below ground heating ducts would need to be decommissioned by a licensed contractor. Existing tanks and boiler rooms would potentially need to be remediated. Gross contamination and derelict infrastructure must be removed from site and new clean cover material provided in areas of soft landscaping to ensure that sensitive end users are adequately protected.
- 6.263 The Council's Pollution Officer has reviewed the submitted documentation and raises no objections to this application. The Officer states that all remediation shall be completed in accordance with the advice and recommendations of the CLA and that works shall cease if unexpected contamination is found until appropriate remediation is agreed with the Council. These steps can be secured by condition. Details of construction and demolition works must be submitted to the Council prior to the commencement of works for each phase to ensure that nearby residents and other receptors are adequately protected during these works, which can also be secured by condition.
- 6.264 The Environment Agency has reviewed this application and raise no objections subject to conditions.
- 6.265 Therefore, the proposed development is considered acceptable in terms of its land contamination risks, subject to conditions.

Equalities

6.266 In determining this application, the Council is required to have regard to its obligations under Section 149 of the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.267 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Members must have regard to these duties in taking a decision on this application. In addition, the Council treats socioeconomic status as a local protected characteristic, although this is not enforced in legislation. Due regard must be had to these duties in the taking a decision on this application.

6.268 The application site is adjacent to a specialist hospital serving people to whom one or more of the protected characteristics may apply. Buildings on this consolidated medical campus site would be close to the demolition and construction activity that would take place on the application site. The development's potential impact on patients with protected characteristics utilising the adjacent medical campus is of relevance to this application.

6.269 Disturbance to these residents could occur in respect of ongoing noise and vibration, dust and other construction work-related matters. The applicant has submitted an outline construction management plan which would be secured by condition. This plan, and a demolition/construction environmental management plan which is also to be secured by condition, would protect the amenity of nearby residents as well as users of the adjacent medical campus. These conditions are considered sufficient to adequately mitigate any potential for disturbance.

6.270 Other than the above, the development would provide a range a benefits for the local community as described in the sections above, including a large number and range of new housing and affordable housing units (including low cost housing, wheelchair-accessible housing and housing specifically for the use of older female and LGBTQI+ residents), provision of new construction and end user jobs, the provision of affordable workspace, improved pedestrian and cycle connectivity to public transport connections and local services, re-use of designated and non-designated heritage assets, public realm improvements and other benefits.

6.271 To summarise, the overall equalities impact of the proposal would be positive as any limited potential negative impact on people with protected characteristics would be both adequately mitigated by conditions and would be significantly offset by the wider benefits of the development proposal overall. It is therefore considered that the development can be supported from an equalities standpoint.

Conclusion

- 6.272 The proposed development would meet the requirements of Site Allocation SA28 by providing high-quality new housing and new non-residential uses on this underutilised former hospital site. The previous medical uses have been consolidated on a retained medical campus immediately adjacent to the application site.
- 6.273 The development would provide up to 995 new homes including up to 595 new affordable homes (60% of the total), which exceeds policy. The housing is provided in a range of sizes and typologies including the provision of 17% family-sized homes.
- 6.274 The development would provide 38 specialist housing units for older adults which contributes significantly towards the Council's policy targets for specialist older persons housing as required by Policy H13 of the London Plan.
- 6.275 The development would be of a high-quality design which responds appropriately to the local context. It would improve connectivity into and through the site, provide new and usable open space and improve the local public realm. The development is supported by the Council's Quality Review Panel.
- 6.276 The development's low level of less than substantial harm to the significance of local heritage assets is outweighed by the public benefits that would arise from the provision of a significant number of new housing with a substantial amount of affordable housing units, a new route through the site, new construction and end user jobs, the provision of affordable workspace, and other community benefits.
- 6.277 The development would provide high-quality residential accommodation of an appropriate size, mix and layout within a well-landscaped environment that would provide a significantly enlarged Peace Garden, new amenity and children's play spaces, increased urban greening and increased biodiversity net gain.
- 6.278 The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers regarding a loss of sunlight and daylight, outlook or privacy, and there would not be excessive levels of noise, light or air pollution.
- 6.279 The development would provide 167 car parking spaces for the new homes including up to 5% wheelchair-accessible parking. Sustainable transport options would be promoted through the provision of high-quality cycle parking, improved connections and wayfinding to public transport hubs, car club spaces and travel plans. A significant contribution towards improving cycling infrastructure around the site would be secured through planning obligations.
- 6.280 The development would include of a range of measures to maximise its sustainability and minimise its carbon emissions. The residential parts of the development would achieve a 76% reduction in carbon emissions. The development is expected to connect to the district energy network in this area when it becomes available.
- 6.281 The 114 trees and 30 tree groups removed would be replaced with 471 new trees an increase of 83 more new trees than were initially proposed, that maximises the amount and quality of tree planting on site.
- 6.282 The findings of the submitted Environmental Statement have been taken into account during the consideration of this application. Its findings are referenced, where relevant, throughout the report.

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

7. COMMUNITY INFRASTRUCTURE LEVY

7.1.1 The final CIL value for new development is based on a range of factors including the occupancy rates of the existing buildings on site over the last three years, the final end use of any commercial premises and the application of 'social housing relief' for any affordable housing. Indexing is also applied over time. For this hybrid application, which is a multi-phased development with a large proportion of affordable housing, where the exact end uses are not yet entirely confirmed and where it is unclear which buildings on site have been in use (for at least six months) over the last three years, the final CIL figure for each phase will therefore not be confirmed until the development (assuming permission is granted) is commenced.

7.1.2 For information purposes, based on the information given on the applicant's submitted CIL form, with the application of social housing relief and without any discount being applied for the demolition of buildings which are currently in use, the Mayoral and Haringey CIL charges for the overall development (including both detailed and outline phases) would be as follows:

- Mayoral CIL estimate – £2,501,392.04 (41,441.22sqm x £60.36)
- Haringey CIL estimate – £1,864,561 (37,291.22sqm x £50)

7.1.3 Indicative CIL figures for Phase 1A only are £850,352 for Mayoral CIL and £704,400 for Haringey CIL (with social housing discount applied).

7.1.4 The CIL charge will be collected by Haringey from commencement of the development 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 RICS CIL Index. An informative will be attached to the decision notice advising the applicant of this charge.

8. RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1

Registered No. HGY/2022/1833

Applicant's drawing No.(s):

Drawings – Detailed Phase

N15301-KCA-ZZ-ZZ-DR-A-00000, 00001, 00004 (Rev. C02), 00005 (Rev. C02);
N15301-KCA-ZZ-ZZ-DR-A-20001 Sitewide, Existing Site Sections AA, BB
N15301-KCA-ZZ-ZZ-DR-A-20002 Sitewide, Existing Site Sections CC, DD
N15301-KCA-ZZ-ZZ-DR-A-20003 Sitewide, Existing Site Sections EE, FF
N15301-KCA-ZZ-ZZ-DR-A-20011 Sitewide, Proposed Site Sections AA, BB
N15301-KCA-ZZ-ZZ-DR-A-20012 Sitewide, Proposed Site Sections CC, DD
N15301-KCA-ZZ-ZZ-DR-A-20013 Sitewide, Proposed Site Sections EE, FF
N15301-KCA-ZZ-00-DR-A-11100 Phase 1A, Ground Floor Plan, Proposed

N15301-KCA-ZZ-01-DR-A-11101 Phase 1A, First Floor Plan, Proposed
N15301-KCA-ZZ-02-DR-A-11102 Phase 1A, Second Floor Plan, Proposed
N15301-KCA-ZZ-03-DR-A-11103 Phase 1A, Third Floor Plan, Proposed
N15301-KCA-ZZ-04-DR-A-11104 Phase 1A, Fourth Floor Plan, Proposed
N15301-KCA-ZZ-05-DR-A-11105 Phase 1A, Fifth Floor Plan, Proposed
N15301-KCA-ZZ-06-DR-A-11106 Phase 1A, Sixth Floor Plan, Proposed
N15301-KCA-ZZ-07-DR-A-11107 Phase 1A, Seventh Floor Plan, Proposed
N15301-KCA-ZZ-08-DR-A-11108 Phase 1A, Eighth Floor Plan, Proposed
N15301-KCA-ZZ-09-DR-A-11109 Phase 1A, Roof Floor Plan, Proposed
N15301-KCA-AX-00-DR-A-11100 Plot A, Ground Floor Plan, Proposed
N15301-KCA-AX-01-DR-A-11101 Plot A, First Floor Plan, Proposed
N15301-KCA-AX-02-DR-A-11102 Plot A, Second Floor Plan, Proposed
N15301-KCA-AX-03-DR-A-11103 Plot A, Roof Plan, Proposed
N15301-KCA-B1-00-DR-A-11100 Plot B1, Ground Floor Plan, Proposed
N15301-KCA-B1-01-DR-A-11101 Plot B1, First Floor Plan, Proposed
N15301-KCA-B1-02-DR-A-11102 Plot B1, Second Floor Plan, Proposed
N15301-KCA-B1-03-DR-A-11103 Plot B1, Roof Plan, Proposed
N15301-KCA-B2-00-DR-A-11100 Plot B2, Ground Floor Plan, Proposed
N15301-KCA-B2-01-DR-A-11101 Plot B2, First Floor Plan, Proposed
N15301-KCA-B2-02-DR-A-11102 Plot B2, Second Floor Plan, Proposed
N15301-KCA-B2-03-DR-A-11103 Plot B2, Roof Plan, Proposed
N15301-KCA-C1-00-DR-A-11100 Building C1, Ground Floor Plan, Proposed
N15301-KCA-C1-01-DR-A-11101 Building C1, First Floor Plan, Proposed
N15301-KCA-C1-02-DR-A-11102 Building C1, Second Floor Plan, Proposed
N15301-KCA-C1-03-DR-A-11103 Building C1, Third Floor Plan, Proposed
N15301-KCA-C1-04-DR-A-11104 Building C1, Fourth Floor Plan, Proposed
N15301-KCA-C1-05-DR-A-11105 Building C1, Roof Plan, Proposed
N15301-KCA-CX-00-DR-A-11100 Building C2 / C3, Ground Floor Plan, Proposed
N15301-KCA-CX-01-DR-A-11101 Building C2 / C3, First Floor Plan, Proposed
N15301-KCA-CX-02-DR-A-11102 Building C2 / C3, Second Floor Plan, Proposed
N15301-KCA-CX-03-DR-A-11103 Building C2 / C3, Third Floor Plan, Proposed
N15301-KCA-CX-04-DR-A-11104 Building C2 / C3, Fourth Floor Plan, Proposed
N15301-KCA-CX-05-DR-A-11105 Building C2 / C3, Fifth Floor Plan, Proposed
N15301-KCA-CX-06-DR-A-11106 Building C2 / C3, Sixth Floor Plan, Proposed
N15301-KCA-CX-07-DR-A-11107 Building C2 / C3, Roof Plan, Proposed
N15301-KCA-DX-00-DR-A-11100 Building D1 / D2, Ground Floor Plan, Proposed
N15301-KCA-DX-01-DR-A-11101 Building D1 / D2, First Floor Plan, Proposed
N15301-KCA-DX-02-DR-A-11102 Building D1 / D2, Second Floor Plan, Proposed
N15301-KCA-DX-03-DR-A-11103 Building D1 / D2, Third Floor Plan, Proposed
N15301-KCA-DX-04-DR-A-11104 Building D1 / D2, Fourth Floor Plan, Proposed
N15301-KCA-DX-05-DR-A-11105 Building D1 / D2, Fifth Floor Plan, Proposed
N15301-KCA-DX-06-DR-A-11106 Building D1 / D2, Roof Plan, Proposed
N15301-KCA-D3-00-DR-A-11100 (Rev. C02) Building D3, Ground Floor Plan, Proposed
N15301-KCA-D3-01-DR-A-11101 Building D3, First Floor Plan, Proposed
N15301-KCA-D3-02-DR-A-11102 Building D3, Second Floor Plan, Proposed
N15301-KCA-D3-03-DR-A-11103 Building D3, Third Floor Plan, Proposed
N15301-KCA-D3-04-DR-A-11104 Building D3, Fourth Floor Plan, Proposed
N15301-KCA-D3-05-DR-A-11105 Building D3, Fifth Floor Plan, Proposed
N15301-KCA-D3-06-DR-A-11106 Building D3, Sixth Floor Plan, Proposed
N15301-KCA-D3-07-DR-A-11107 Building D3, Seventh Floor Plan, Proposed
N15301-KCA-D3-08-DR-A-11108 Building D3, Eighth Floor Plan, Proposed
N15301-KCA-D3-09-DR-A-11109 Building D3, Roof Plan, Proposed
N15301-KCA-ZZ-ZZ-DR-A-20100 Phase 1A, Proposed Site Sections AA, BB
N15301-KCA-ZZ-ZZ-DR-A-20101 Phase 1A, Proposed Site Sections CC, DD
N15301-KCA-AX-ZZ-DR-A-21100 Plot A, Sections AA and BB, Proposed
N15301-KCA-B1-ZZ-DR-A-21100 Plot B1, Sections AA and BB, Proposed
N15301-KCA-B2-ZZ-DR-A-21101 Plot B2, Sections AA and BB, Proposed

N15301-KCA-C1-ZZ-DR-A-21100 Building C1, Section AA, Proposed
N15301-KCA-C1-ZZ-DR-A-21101 Building C1, Section BB, Proposed
N15301-KCA-CX-ZZ-DR-A-21100 Building C2 / C3, Section AA, Proposed
N15301-KCA-CX-ZZ-DR-A-21101 Building C2 / C3, Section BB, Proposed
N15301-KCA-CX-ZZ-DR-A-21102 Building C2 / C3, Section CC, Proposed
N15301-KCA-DX-ZZ-DR-A-21100 Building D1 / D2, Section AA, Proposed
N15301-KCA-DX-ZZ-DR-A-21101 Building D1 / D2, Section BB, Proposed
N15301-KCA-D3-ZZ-DR-A-21100 Building D3, Section AA, Proposed
N15301-KCA-D3-ZZ-DR-A-21101 Building D3, Section BB, Proposed
N15301-KCA-ZZ-ZZ-DR-A-30100 Phase 1A, Proposed Site Elevations A, B
N15301-KCA-ZZ-ZZ-DR-A-30101 Phase 1A, Proposed Site Elevations C, D
N15301-KCA-ZZ-ZZ-DR-A-30102 Phase 1A, Proposed Site Elevations E, F
N15301-KCA-AX-ZZ-DR-A-31100 Plot A, North and South Elevations, Proposed
N15301-KCA-AX-ZZ-DR-A-31101 Plot A, East and West Elevations, Proposed
N15301-KCA-B1-ZZ-DR-A-31100 Plot B1, East and West Elevations, Proposed
N15301-KCA-B1-ZZ-DR-A-31101 Plot B1, North and South Elevations, Proposed
N15301-KCA-B2-ZZ-DR-A-31100 Plot B2, East and West Elevations, Proposed
N15301-KCA-B2-ZZ-DR-A-31101 Plot B2, North and South Elevations, Proposed
N15301-KCA-C1-ZZ-DR-A-31100 Building C1, North and South Elevations, Proposed
N15301-KCA-C1-ZZ-DR-A-31101 Building C1, West Elevation, Proposed
N15301-KCA-C1-ZZ-DR-A-31102 Building C1, East Elevation, Proposed
N15301-KCA-CX-ZZ-DR-A-31100 Building C2 / C3, North Elevation, Proposed
N15301-KCA-CX-ZZ-DR-A-31101 Building C2 / C3, South Elevation, Proposed
N15301-KCA-CX-ZZ-DR-A-31102 Building C2 / C3, West Elevation, Proposed
N15301-KCA-CX-ZZ-DR-A-31103 Building C2 / C3, East Elevation, Proposed
N15301-KCA-DX-ZZ-DR-A-31100 Building D1 / D2, North Elevation, Proposed
N15301-KCA-DX-ZZ-DR-A-31101 Building D1 / D2, South Elevation, Proposed
N15301-KCA-DX-ZZ-DR-A-31102 Building D1 / D2, West Elevation, Proposed
N15301-KCA-DX-ZZ-DR-A-31103 Building D1 / D2, East Elevation, Proposed
N15301-KCA-D3-ZZ-DR-A-31100 Building D3, North Elevation, Proposed
N15301-KCA-D3-ZZ-DR-A-31101 Building D3, South Elevation, Proposed
N15301-KCA-D3-ZZ-DR-A-31102 Building D3, West Elevation, Proposed
N15301-KCA-D3-ZZ-DR-A-31103 Building D3, East Elevation, Proposed
N15301-KCA-AX-ZZ-DR-A-45100 Plot A, Bay Study
N15301-KCA-AX-ZZ-DR-A-45101 Plot A, Bay Study
N15301-KCA-BX-ZZ-DR-A-45100 Plot B, Bay Study
N15301-KCA-BX-ZZ-DR-A-45101 Plot B, Bay Study
N15301-KCA-C1-ZZ-DR-A-45100 Building C1, Bay Study
N15301-KCA-C1-ZZ-DR-A-45101 Building C1, Bay Study
N15301-KCA-CX-ZZ-DR-A-45100 Building C2 / C3, Bay Study
N15301-KCA-CX-ZZ-DR-A-45101 Building C2 / C3, Bay Study
N15301-KCA-CX-ZZ-DR-A-45102 Building C2 / C3, Bay Study
N15301-KCA-DX-ZZ-DR-A-45100 Building D1 / D2, Bay Study
N15301-KCA-DX-ZZ-DR-A-45101 Building D1 / D2, Bay Study
N15301-KCA-DX-ZZ-DR-A-45101 Building D1 / D2, Bay Study
N15301-KCA-D3-ZZ-DR-A-45100 Building D3, Bay Study 1:50
N15301-KCA-D3-ZZ-DR-A-45101 Building D3, Bay Study 1:50
N15301-KCA-AX-ZZ-DR-A-15100 Plot A, Unit Type 3B5P-A-01
N15301-KCA-AX-ZZ-DR-A-15101 Plot A, Unit Type 3B5P-A-02
N15301-KCA-BX-ZZ-DR-A-15100 Plot B, Unit Type 4B6P-B-01
N15301-KCA-C1-ZZ-DR-A-15100 Building C1, Unit Type 2B3P-C1-01 & 2B3P-C1-02
N15301-KCA-C1-ZZ-DR-A-15101 Building C1, Unit Type 1B2P-C1-01 & 1B2P-C1-02
N15301-KCA-C1-ZZ-DR-A-15102 Building C1, Unit Type 1B2P-C1-03 & 1B2P-C1-04
N15301-KCA-C1-ZZ-DR-A-15103 Building C1, Unit Type 1B2P-C1-05 & 1B2P-C1-06
N15301-KCA-CX-ZZ-DR-A-15100 Building C2, Unit Type 1B2P-CX-02 & 2B4P-CX-03
N15301-KCA-CX-ZZ-DR-A-15101 Building C2 / C3, Unit Type 2B3P-CX-02 & 1B2P-CX-03
N15301-KCA-CX-ZZ-DR-A-15102 Building C2 / C3, Unit Type 2B4P-CX-04 & 2B4P-CX-01

N15301-KCA-CX-ZZ-DR-A-15103 Building C2 / C3, Unit Type 2B4P-CX-02 & 2B3P-CX-01
N15301-KCA-CX-ZZ-DR-A-15104 Building C2 / C3, Unit Type 1B2P-CX-01
N15301-KCA-DX-ZZ-DR-A-15100 Building D1, Unit Type 2B4P-D1-03 & 2B4P-D1-04
N15301-KCA-DX-ZZ-DR-A-15101 Building D1, Unit Type 2B4P-D1-01 & 2B4P-D1-02
N15301-KCA-DX-ZZ-DR-A-15102 Building D1, Unit Type 3B5P-D1-01 & 1B2P-D1-03
N15301-KCA-DX-ZZ-DR-A-15103 Building D1, Unit Type 1B2P-D1-01 & 1B2P-D1-02
N15301-KCA-DX-ZZ-DR-A-15104 Building D2, Unit Type 2B4P-D2-03 & 2B4P-D2-02
N15301-KCA-DX-ZZ-DR-A-15105 Building D2, Unit Type 1B2P-D2-02 & 1B2P-D2-01
N15301-KCA-DX-ZZ-DR-A-15106 Building D2, Unit Type 2B4P-D2-01
N15301-KCA-D3-ZZ-DR-A-15100 Building D3, Unit Type 2B4P-D3-02 & 2B4P-D3-03
N15301-KCA-D3-ZZ-DR-A-15101 Building D3, Unit Type 3B5P-D3-01 & 2B4P-D3-01
N15301-KCA-D3-ZZ-DR-A-15102 Building D3, Unit Type 1B2P-D3-01
N15301-KCA-R1-ZZ-DR-A-61100 Admin Building, Basement & Ground Floor Plans, Demolition
N15301-KCA-R1-ZZ-DR-A-61101 Admin Building, First Floor & Roof Plans, Demolition
N15301-KCA-R1-ZZ-DR-A-61102 Admin Building, Sections, Demolition
N15301-KCA-R1-ZZ-DR-A-61103 Admin Building, Elevations, Demolition
N15301-KCA-R2-ZZ-DR-A-61100 Mayfield House, Basement & Ground Floor Plans, Demolition
N15301-KCA-R2-ZZ-DR-A-61101 Mayfield House, First Floor, Second Floor & Roof Plans, Demolition
N15301-KCA-R2-ZZ-DR-A-61102 Mayfield House, Sections & Elevations, Demolition
N15301-KCA-R3-ZZ-DR-A-61100 Peace Building, Ground Floor Plan, Demolition
N15301-KCA-R3-ZZ-DR-A-61101 Peace Building, First Floor & Roof Plan, Demolition
N15301-KCA-R3-ZZ-DR-A-61102 Peace Building, Sections, Demolition
N15301-KCA-R3-ZZ-DR-A-61103 Peace Building, Elevations, Demolition
N15301-KCA-R4-ZZ-DR-A-61100 West Gate Lodge, Floor Plans, Demolition
N15301-KCA-R4-ZZ-DR-A-61101 West Gate Lodge, Sections & Elevations, Demolition
N15301-KCA-R5-ZZ-DR-A-61100 Mulberry House, Floor Plans, Demolition
N15301-KCA-R5-ZZ-DR-A-61101 Mulberry House, Sections & Elevations, Demolition
N15301-KCA-R6-ZZ-DR-A-61100 East Gate Lodge, Floor Plans, Demolition
N15301-KCA-R6-ZZ-DR-A-61101 East Gate Lodge, Sections & Elevations, Demolition
N15301-KCA-R7-ZZ-DR-A-61100 Water Tower, Floor Plans, Demolition
N15301-KCA-R7-ZZ-DR-A-61101 Water Tower, Sections & Elevations, Demolition
N15301-KCA-RX-ZZ-DR-A-61100 St Ann's Road Wall, Elevations 1&2, Demolition
N15301-KCA-RX-ZZ-DR-A-61101 St Ann's Road Wall, Elevations 3&4, Demolition
N15301-KCA-R1-ZZ-DR-A-62100 Admin Building, Basement & Ground Floor Plans, Proposed
N15301-KCA-R1-ZZ-DR-A-62101 Admin Building, First Floor & Roof Plans, Proposed
N15301-KCA-R1-ZZ-DR-A-62102 Admin Building, Sections, Proposed
N15301-KCA-R1-ZZ-DR-A-62103 Admin Building, Elevations, Proposed
N15301-KCA-R2-ZZ-DR-A-62100 Mayfield House, Basement & Ground Floor Plans, Proposed
N15301-KCA-R2-ZZ-DR-A-62101 Mayfield House, First Floor, Second Floor & Roof Plans, Proposed
N15301-KCA-R2-ZZ-DR-A-62102 Mayfield House, Sections & Elevations, Proposed
N15301-KCA-R3-ZZ-DR-A-62100 Peace Building, Ground Floor Plan, Proposed
N15301-KCA-R3-ZZ-DR-A-62101 Peace Building, First Floor & Roof Plan, Proposed
N15301-KCA-R3-ZZ-DR-A-62102 Peace Building, Sections, Proposed
N15301-KCA-R3-ZZ-DR-A-62103 Peace Building, Elevations, Proposed
N15301-KCA-R4-ZZ-DR-A-62100 West Gate Lodge, Floor Plans, Proposed
N15301-KCA-R4-ZZ-DR-A-62101 West Gate Lodge, Sections & Elevations, Proposed
N15301-KCA-R5-ZZ-DR-A-62100 Mulberry House, Floor Plans, Proposed
N15301-KCA-R5-ZZ-DR-A-62101 Mulberry House, Sections & Elevations, Proposed
N15301-KCA-R6-ZZ-DR-A-62100 East Gate Lodge, Floor Plans, Proposed
N15301-KCA-R6-ZZ-DR-A-62101 East Gate Lodge, Sections & Elevations, Proposed
N15301-KCA-R7-ZZ-DR-A-62100 Water Tower, Floor Plans, Proposed
N15301-KCA-R7-ZZ-DR-A-62101 Water Tower, Sections & Elevations, Proposed
N15301-KCA-RX-ZZ-DR-A-62100 St Ann's Road Wall, Elevations 1&2, Proposed
N15301-KCA-RX-ZZ-DR-A-62101 St Ann's Road Wall, Elevations 3&4, Proposed
N15301-KCA-RX-ZZ-DR-A-62110 Retained Buildings, Bay Elevations
N15301-KCA-RX-ZZ-DR-A-62120 St. Ann's Road Wall, Window Openings, Proposed
N15301-KCA-RX-ZZ-DR-A-62121 St. Ann's Road Wall, Pedestrian Openings, Proposed

N15301-KCA-RX-ZZ-DR-A-62122 St. Ann's Road Wall, Vehicular Openings, Proposed
N15301-A&S-ZZ-ZZ-DR-L-40011 Detail Existing Tree Plan 01
N15301-A&S-ZZ-ZZ-DR-L-40012 Detail Existing Tree Plan 02
N15301-A&S-ZZ-ZZ-DR-L-40013 Detail Existing Tree Plan 03
N15301-A&S-ZZ-ZZ-DR-L-40014 Detail Existing Tree Plan 04
N15301-A&S-ZZ-ZZ-DR-L-40015 Detail Existing Tree Plan 05
N15301-A&S-ZZ-ZZ-DR-L-40016 Detail Existing Tree Plan 06
N15301-A&S-ZZ-ZZ-DR-L-40021 Detail Proposed Tree Plan 01
N15301-A&S-ZZ-ZZ-DR-L-40022 Detail Proposed Tree Plan 02
N15301-A&S-ZZ-ZZ-DR-L-40023 Detail Proposed Tree Plan 03
N15301-A&S-ZZ-ZZ-DR-L-40024 Detail Proposed Tree Plan 04
N15301-A&S-ZZ-ZZ-DR-L-40025 Detail Proposed Tree Plan 05
N15301-A&S-ZZ-ZZ-DR-L-40026 Detail Proposed Tree Plan 06
N15301-A&S-ZZ-ZZ-DR-L-40031 Detail Planting Plan 01
N15301-A&S-ZZ-ZZ-DR-L-40032 Detail Planting Plan 02
N15301-A&S-ZZ-ZZ-DR-L-40033 Detail Planting Plan 03
N15301-A&S-ZZ-ZZ-DR-L-40034 Detail Planting Plan 04
N15301-A&S-ZZ-ZZ-DR-L-40035 Detail Planting Plan 05
N15301-A&S-ZZ-ZZ-DR-L-40036 Detail Planting Plan 06
N15301-A&S-ZZ-ZZ-DR-L-40037 Phase 1a Planting Mix List
N15301-A&S-ZZ-ZZ-DR-L-30000 Proposed GA Site Plan
N15301-A&S-ZZ-ZZ-DR-L-30011 Detail Plan 01
N15301-A&S-ZZ-ZZ-DR-L-30012 Detail Plan 02
N15301-A&S-ZZ-ZZ-DR-L-30013 Detail Plan 03
N15301-A&S-ZZ-ZZ-DR-L-30014 Detail Plan 04
N15301-A&S-ZZ-ZZ-DR-L-30015 Detail Plan 05
N15301-A&S-ZZ-ZZ-DR-L-30016 Detail Plan 06
N15301-A&S-ZZ-ZZ-DR-L-30030 Proposed GA Site Levels Plan
N15301-A&S-ZZ-ZZ-DR-L-30040 Proposed GA Parking Layout Plan
N15301-A&S-ZZ-ZZ-DR-L-30050 Proposed GA Refuse Collection Plan
N15301-A&S-ZZ-ZZ-DR-L-31000 Proposed GA Site Sections 01
N15301-A&S-ZZ-ZZ-DR-L-31010 Proposed GA Site Sections 02
N15301-A&S-ZZ-ZZ-DR-L-31020 Proposed GA Site Sections 03
N15301-A&S-ZZ-ZZ-DR-L-31030 Proposed GA Site Sections 04
N15301-A&S-ZZ-ZZ-DR-L-31040 Proposed GA Site Sections 05
N15301-A&S-ZZ-ZZ-DR-L-31050 Proposed GA Site Sections 06
N15301-A&S-ZZ-ZZ-DR-L-31060 Proposed GA Site Sections 07

Drawings – Outline Phase Parameter Plans

N15301-KCA-ZZ-ZZ-DR-A-01200 to 01205.

Drawings - Illustrative

N15301-KCA-ZZ-00-DR-A-09999 Sitewide, Proposed Basement Floor Plan
N15301-KCA-ZZ-00-DR-A-10000 Sitewide, Proposed Ground Floor Plan
N15301-KCA-ZZ-01-DR-A-10001 Sitewide, Proposed First Floor Plan
N15301-KCA-ZZ-02-DR-A-10002 Sitewide, Proposed Second Floor Plan
N15301-KCA-ZZ-03-DR-A-10003 Sitewide, Proposed Third Floor Plan
N15301-KCA-ZZ-04-DR-A-10004 Sitewide, Proposed Fourth Floor Plan
N15301-KCA-ZZ-05-DR-A-10005 Sitewide, Proposed Fifth Floor Plan
N15301-KCA-ZZ-06-DR-A-10006 Sitewide Proposed Sixth Floor Plan
N15301-KCA-ZZ-07-DR-A-10007 Sitewide, Proposed Seventh Floor Plan
N15301-KCA-ZZ-08-DR-A-10008 Sitewide, Proposed Eighth Floor Plan
N15301-KCA-ZZ-09-DR-A-10009 Sitewide, Proposed Roof Plan
N15301-A&S-ZZ-ZZ-DR-L-40001 Illustrative Masterplan-Existing Tree Plan
N15301-A&S-ZZ-ZZ-DR-L-40002 Illustrative Masterplan-Urban Greening Factor Plan

Documents

Arboricultural Impact Assessment, Design & Access Statement – Volume 1, Design & Access Statement – Volume 2 - Landscape, Access Statement, Planning Statement, Health Impact Assessment, Design Code Rev. C02, Internal Daylight & Sunlight Report dated October 2022, Daylight & Sunlight Report, Environmental Statement Volume 1, Environmental Statement Volume 2, Environmental Impact Assessment Non-Technical Summary, Fire Strategy Report, Fire Statement, Energy Statement dated October 2022, Circular Economy Statement, Contaminated Land Assessment, Flood Risk Assessment and Drainage Strategy Report, Whole Lifecycle Carbon Assessment, Sustainability Statement, Pre-Demolition and Pre-Refurbishment Audit, Operational Waste Management Strategy, Site Waste Management Plan, Car Parking Management Plan, Transport Assessment, Construction Logistics Plan, Framework Residential Travel Plan, Delivery and Servicing Plan, Phase 1A Refuse Stores, Demolition Environmental Management Plan, Demolition and Construction Logistics Plan (Phase 1A/1B).

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Appendix 1 – Conditions and Informatives

Conditions

	CONDITIONS APPLICABLE TO BOTH THE DETAILED AND OUTLINE PHASES
1.	<p>Time limit</p> <p>The development hereby permitted shall be begun before the end of three years from the date of this permission.</p> <p>Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.</p>
2.	<p>Approved plans and documents</p> <p>The Development hereby approved shall be carried out in accordance with the following approved plans and documents.</p> <p>Drawings – Detailed Phase</p> <p>N15301-KCA-ZZ-ZZ-DR-A-00000, 00001, 00004 (Rev. C02), 00005 (Rev. C02; N15301-KCA-ZZ-ZZ-DR-A-20001 Sitewide, Existing Site Sections AA, BB N15301-KCA-ZZ-ZZ-DR-A-20002 Sitewide, Existing Site Sections CC, DD N15301-KCA-ZZ-ZZ-DR-A-20003 Sitewide, Existing Site Sections EE, FF N15301-KCA-ZZ-ZZ-DR-A-20011 Sitewide, Proposed Site Sections AA, BB N15301-KCA-ZZ-ZZ-DR-A-20012 Sitewide, Proposed Site Sections CC, DD N15301-KCA-ZZ-ZZ-DR-A-20013 Sitewide, Proposed Site Sections EE, FF N15301-KCA-ZZ-00-DR-A-11100 Phase 1A, Ground Floor Plan, Proposed N15301-KCA-ZZ-01-DR-A-11101 Phase 1A, First Floor Plan, Proposed N15301-KCA-ZZ-02-DR-A-11102 Phase 1A, Second Floor Plan, Proposed N15301-KCA-ZZ-03-DR-A-11103 Phase 1A, Third Floor Plan, Proposed N15301-KCA-ZZ-04-DR-A-11104 Phase 1A, Fourth Floor Plan, Proposed N15301-KCA-ZZ-05-DR-A-11105 Phase 1A, Fifth Floor Plan, Proposed N15301-KCA-ZZ-06-DR-A-11106 Phase 1A, Sixth Floor Plan, Proposed N15301-KCA-ZZ-07-DR-A-11107 Phase 1A, Seventh Floor Plan, Proposed N15301-KCA-ZZ-08-DR-A-11108 Phase 1A, Eighth Floor Plan, Proposed N15301-KCA-ZZ-09-DR-A-11109 Phase 1A, Roof Floor Plan, Proposed N15301-KCA-AX-00-DR-A-11100 Plot A, Ground Floor Plan, Proposed N15301-KCA-AX-01-DR-A-11101 Plot A, First Floor Plan, Proposed N15301-KCA-AX-02-DR-A-11102 Plot A, Second Floor Plan, Proposed N15301-KCA-AX-03-DR-A-11103 Plot A, Roof Plan, Proposed N15301-KCA-B1-00-DR-A-11100 Plot B1, Ground Floor Plan, Proposed N15301-KCA-B1-01-DR-A-11101 Plot B1, First Floor Plan, Proposed N15301-KCA-B1-02-DR-A-11102 Plot B1, Second Floor Plan, Proposed N15301-KCA-B1-03-DR-A-11103 Plot B1, Roof Plan, Proposed N15301-KCA-B2-00-DR-A-11100 Plot B2, Ground Floor Plan, Proposed N15301-KCA-B2-01-DR-A-11101 Plot B2, First Floor Plan, Proposed N15301-KCA-B2-02-DR-A-11102 Plot B2, Second Floor Plan, Proposed N15301-KCA-B2-03-DR-A-11103 Plot B2, Roof Plan, Proposed N15301-KCA-C1-00-DR-A-11100 Building C1, Ground Floor Plan, Proposed N15301-KCA-C1-01-DR-A-11101 Building C1, First Floor Plan, Proposed</p>

N15301-KCA-C1-02-DR-A-11102 Building C1, Second Floor Plan, Proposed
 N15301-KCA-C1-03-DR-A-11103 Building C1, Third Floor Plan, Proposed
 N15301-KCA-C1-04-DR-A-11104 Building C1, Fourth Floor Plan, Proposed
 N15301-KCA-C1-05-DR-A-11105 Building C1, Roof Plan, Proposed
 N15301-KCA-CX-00-DR-A-11100 Building C2 / C3, Ground Floor Plan, Proposed
 N15301-KCA-CX-01-DR-A-11101 Building C2 / C3, First Floor Plan, Proposed
 N15301-KCA-CX-02-DR-A-11102 Building C2 / C3, Second Floor Plan, Proposed
 N15301-KCA-CX-03-DR-A-11103 Building C2 / C3, Third Floor Plan, Proposed
 N15301-KCA-CX-04-DR-A-11104 Building C2 / C3, Fourth Floor Plan, Proposed
 N15301-KCA-CX-05-DR-A-11105 Building C2 / C3, Fifth Floor Plan, Proposed
 N15301-KCA-CX-06-DR-A-11106 Building C2 / C3, Sixth Floor Plan, Proposed
 N15301-KCA-CX-07-DR-A-11107 Building C2 / C3, Roof Plan, Proposed
 N15301-KCA-DX-00-DR-A-11100 Building D1 / D2, Ground Floor Plan, Proposed
 N15301-KCA-DX-01-DR-A-11101 Building D1 / D2, First Floor Plan, Proposed
 N15301-KCA-DX-02-DR-A-11102 Building D1 / D2, Second Floor Plan, Proposed
 N15301-KCA-DX-03-DR-A-11103 Building D1 / D2, Third Floor Plan, Proposed
 N15301-KCA-DX-04-DR-A-11104 Building D1 / D2, Fourth Floor Plan, Proposed
 N15301-KCA-DX-05-DR-A-11105 Building D1 / D2, Fifth Floor Plan, Proposed
 N15301-KCA-DX-06-DR-A-11106 Building D1 / D2, Roof Plan, Proposed
 N15301-KCA-D3-00-DR-A-11100 (Rev. C02) Building D3, Ground Floor Plan, Proposed
 N15301-KCA-D3-01-DR-A-11101 Building D3, First Floor Plan, Proposed
 N15301-KCA-D3-02-DR-A-11102 Building D3, Second Floor Plan, Proposed
 N15301-KCA-D3-03-DR-A-11103 Building D3, Third Floor Plan, Proposed
 N15301-KCA-D3-04-DR-A-11104 Building D3, Fourth Floor Plan, Proposed
 N15301-KCA-D3-05-DR-A-11105 Building D3, Fifth Floor Plan, Proposed
 N15301-KCA-D3-06-DR-A-11106 Building D3, Sixth Floor Plan, Proposed
 N15301-KCA-D3-07-DR-A-11107 Building D3, Seventh Floor Plan, Proposed
 N15301-KCA-D3-08-DR-A-11108 Building D3, Eighth Floor Plan, Proposed
 N15301-KCA-D3-09-DR-A-11109 Building D3, Roof Plan, Proposed
 N15301-KCA-ZZ-ZZ-DR-A-20100 Phase 1A, Proposed Site Sections AA, BB
 N15301-KCA-ZZ-ZZ-DR-A-20101 Phase 1A, Proposed Site Sections CC, DD
 N15301-KCA-AX-ZZ-DR-A-21100 Plot A, Sections AA and BB, Proposed
 N15301-KCA-B1-ZZ-DR-A-21100 Plot B1, Sections AA and BB, Proposed
 N15301-KCA-B2-ZZ-DR-A-21101 Plot B2, Sections AA and BB, Proposed
 N15301-KCA-C1-ZZ-DR-A-21100 Building C1, Section AA, Proposed
 N15301-KCA-C1-ZZ-DR-A-21101 Building C1, Section BB, Proposed
 N15301-KCA-CX-ZZ-DR-A-21100 Building C2 / C3, Section AA, Proposed
 N15301-KCA-CX-ZZ-DR-A-21101 Building C2 / C3, Section BB, Proposed
 N15301-KCA-CX-ZZ-DR-A-21102 Building C2 / C3, Section CC, Proposed
 N15301-KCA-DX-ZZ-DR-A-21100 Building D1 / D2, Section AA, Proposed
 N15301-KCA-DX-ZZ-DR-A-21101 Building D1 / D2, Section BB, Proposed
 N15301-KCA-D3-ZZ-DR-A-21100 Building D3, Section AA, Proposed
 N15301-KCA-D3-ZZ-DR-A-21101 Building D3, Section BB, Proposed
 N15301-KCA-ZZ-ZZ-DR-A-30100 Phase 1A, Proposed Site Elevations A, B
 N15301-KCA-ZZ-ZZ-DR-A-30101 Phase 1A, Proposed Site Elevations C, D
 N15301-KCA-ZZ-ZZ-DR-A-30102 Phase 1A, Proposed Site Elevations E, F
 N15301-KCA-AX-ZZ-DR-A-31100 Plot A, North and South Elevations, Proposed
 N15301-KCA-AX-ZZ-DR-A-31101 Plot A, East and West Elevations, Proposed
 N15301-KCA-B1-ZZ-DR-A-31100 Plot B1, East and West Elevations, Proposed
 N15301-KCA-B1-ZZ-DR-A-31101 Plot B1, North and South Elevations, Proposed
 N15301-KCA-B2-ZZ-DR-A-31100 Plot B2, East and West Elevations, Proposed
 N15301-KCA-B2-ZZ-DR-A-31101 Plot B2, North and South Elevations, Proposed

N15301-KCA-C1-ZZ-DR-A-31100 Building C1, North and South Elevations, Proposed
 N15301-KCA-C1-ZZ-DR-A-31101 Building C1, West Elevation, Proposed
 N15301-KCA-C1-ZZ-DR-A-31102 Building C1, East Elevation, Proposed
 N15301-KCA-CX-ZZ-DR-A-31100 Building C2 / C3, North Elevation, Proposed
 N15301-KCA-CX-ZZ-DR-A-31101 Building C2 / C3, South Elevation, Proposed
 N15301-KCA-CX-ZZ-DR-A-31102 Building C2 / C3, West Elevation, Proposed
 N15301-KCA-CX-ZZ-DR-A-31103 Building C2 / C3, East Elevation, Proposed
 N15301-KCA-DX-ZZ-DR-A-31100 Building D1 / D2, North Elevation, Proposed
 N15301-KCA-DX-ZZ-DR-A-31101 Building D1 / D2, South Elevation, Proposed
 N15301-KCA-DX-ZZ-DR-A-31102 Building D1 / D2, West Elevation, Proposed
 N15301-KCA-DX-ZZ-DR-A-31103 Building D1 / D2, East Elevation, Proposed
 N15301-KCA-D3-ZZ-DR-A-31100 Building D3, North Elevation, Proposed
 N15301-KCA-D3-ZZ-DR-A-31101 Building D3, South Elevation, Proposed
 N15301-KCA-D3-ZZ-DR-A-31102 Building D3, West Elevation, Proposed
 N15301-KCA-D3-ZZ-DR-A-31103 Building D3, East Elevation, Proposed
 N15301-KCA-AX-ZZ-DR-A-45100 Plot A, Bay Study
 N15301-KCA-AX-ZZ-DR-A-45101 Plot A, Bay Study
 N15301-KCA-BX-ZZ-DR-A-45100 Plot B, Bay Study
 N15301-KCA-BX-ZZ-DR-A-45101 Plot B, Bay Study
 N15301-KCA-C1-ZZ-DR-A-45100 Building C1, Bay Study
 N15301-KCA-C1-ZZ-DR-A-45101 Building C1, Bay Study
 N15301-KCA-CX-ZZ-DR-A-45100 Building C2 / C3, Bay Study
 N15301-KCA-CX-ZZ-DR-A-45101 Building C2 / C3, Bay Study
 N15301-KCA-CX-ZZ-DR-A-45102 Building C2 / C3, Bay Study
 N15301-KCA-DX-ZZ-DR-A-45100 Building D1 / D2, Bay Study
 N15301-KCA-DX-ZZ-DR-A-45101 Building D1 / D2, Bay Study
 N15301-KCA-DX-ZZ-DR-A-45101 Building D1 / D2, Bay Study
 N15301-KCA-D3-ZZ-DR-A-45100 Building D3, Bay Study 1:50
 N15301-KCA-D3-ZZ-DR-A-45101 Building D3, Bay Study 1:50
 N15301-KCA-AX-ZZ-DR-A-15100 Plot A, Unit Type 3B5P-A-01
 N15301-KCA-AX-ZZ-DR-A-15101 Plot A, Unit Type 3B5P-A-02
 N15301-KCA-BX-ZZ-DR-A-15100 Plot B, Unit Type 4B6P-B-01
 N15301-KCA-C1-ZZ-DR-A-15100 Building C1, Unit Type 2B3P-C1-01 & 2B3P-C1-02
 N15301-KCA-C1-ZZ-DR-A-15101 Building C1, Unit Type 1B2P-C1-01 & 1B2P-C1-02
 N15301-KCA-C1-ZZ-DR-A-15102 Building C1, Unit Type 1B2P-C1-03 & 1B2P-C1-04
 N15301-KCA-C1-ZZ-DR-A-15103 Building C1, Unit Type 1B2P-C1-05 & 1B2P-C1-06
 N15301-KCA-CX-ZZ-DR-A-15100 Building C2, Unit Type 1B2P-CX-02 & 2B4P-CX-03
 N15301-KCA-CX-ZZ-DR-A-15101 Building C2 / C3, Unit Type 2B3P-CX-02 & 1B2P-CX-03
 N15301-KCA-CX-ZZ-DR-A-15102 Building C2 / C3, Unit Type 2B4P-CX-04 & 2B4P-CX-01
 N15301-KCA-CX-ZZ-DR-A-15103 Building C2 / C3, Unit Type 2B4P-CX-02 & 2B3P-CX-01
 N15301-KCA-CX-ZZ-DR-A-15104 Building C2 / C3, Unit Type 1B2P-CX-01
 N15301-KCA-DX-ZZ-DR-A-15100 Building D1, Unit Type 2B4P-D1-03 & 2B4P-D1-04
 N15301-KCA-DX-ZZ-DR-A-15101 Building D1, Unit Type 2B4P-D1-01 & 2B4P-D1-02
 N15301-KCA-DX-ZZ-DR-A-15102 Building D1, Unit Type 3B5P-D1-01 & 1B2P-D1-03
 N15301-KCA-DX-ZZ-DR-A-15103 Building D1, Unit Type 1B2P-D1-01 & 1B2P-D1-02

N15301-KCA-DX-ZZ-DR-A-15104 Building D2, Unit Type 2B4P-D2-03 & 2B4P-D2-02
N15301-KCA-DX-ZZ-DR-A-15105 Building D2, Unit Type 1B2P-D2-02 & 1B2P-D2-01
N15301-KCA-DX-ZZ-DR-A-15106 Building D2, Unit Type 2B4P-D2-01
N15301-KCA-D3-ZZ-DR-A-15100 Building D3, Unit Type 2B4P-D3-02 & 2B4P-D3-03
N15301-KCA-D3-ZZ-DR-A-15101 Building D3, Unit Type 3B5P-D3-01 & 2B4P-D3-01
N15301-KCA-D3-ZZ-DR-A-15102 Building D3, Unit Type 1B2P-D3-01
N15301-KCA-R1-ZZ-DR-A-61100 Admin Building, Basement & Ground Floor Plans, Demolition
N15301-KCA-R1-ZZ-DR-A-61101 Admin Building, First Floor & Roof Plans, Demolition
N15301-KCA-R1-ZZ-DR-A-61102 Admin Building, Sections, Demolition
N15301-KCA-R1-ZZ-DR-A-61103 Admin Building, Elevations, Demolition
N15301-KCA-R2-ZZ-DR-A-61100 Mayfield House, Basement & Ground Floor Plans, Demolition
N15301-KCA-R2-ZZ-DR-A-61101 Mayfield House, First Floor, Second Floor & Roof Plans, Demolition
N15301-KCA-R2-ZZ-DR-A-61102 Mayfield House, Sections & Elevations, Demolition
N15301-KCA-R3-ZZ-DR-A-61100 Peace Building, Ground Floor Plan, Demolition
N15301-KCA-R3-ZZ-DR-A-61101 Peace Building, First Floor & Roof Plan, Demolition
N15301-KCA-R3-ZZ-DR-A-61102 Peace Building, Sections, Demolition
N15301-KCA-R3-ZZ-DR-A-61103 Peace Building, Elevations, Demolition
N15301-KCA-R4-ZZ-DR-A-61100 West Gate Lodge, Floor Plans, Demolition
N15301-KCA-R4-ZZ-DR-A-61101 West Gate Lodge, Sections & Elevations, Demolition
N15301-KCA-R5-ZZ-DR-A-61100 Mulberry House, Floor Plans, Demolition
N15301-KCA-R5-ZZ-DR-A-61101 Mulberry House, Sections & Elevations, Demolition
N15301-KCA-R6-ZZ-DR-A-61100 East Gate Lodge, Floor Plans, Demolition
N15301-KCA-R6-ZZ-DR-A-61101 East Gate Lodge, Sections & Elevations, Demolition
N15301-KCA-R7-ZZ-DR-A-61100 Water Tower, Floor Plans, Demolition
N15301-KCA-R7-ZZ-DR-A-61101 Water Tower, Sections & Elevations, Demolition
N15301-KCA-RX-ZZ-DR-A-61100 St Ann's Road Wall, Elevations 1&2, Demolition
N15301-KCA-RX-ZZ-DR-A-61101 St Ann's Road Wall, Elevations 3&4, Demolition
N15301-KCA-R1-ZZ-DR-A-62100 Admin Building, Basement & Ground Floor Plans, Proposed
N15301-KCA-R1-ZZ-DR-A-62101 Admin Building, First Floor & Roof Plans, Proposed
N15301-KCA-R1-ZZ-DR-A-62102 Admin Building, Sections, Proposed
N15301-KCA-R1-ZZ-DR-A-62103 Admin Building, Elevations, Proposed
N15301-KCA-R2-ZZ-DR-A-62100 Mayfield House, Basement & Ground Floor Plans, Proposed
N15301-KCA-R2-ZZ-DR-A-62101 Mayfield House, First Floor, Second Floor & Roof Plans, Proposed
N15301-KCA-R2-ZZ-DR-A-62102 Mayfield House, Sections & Elevations, Proposed
N15301-KCA-R3-ZZ-DR-A-62100 Peace Building, Ground Floor Plan, Proposed
N15301-KCA-R3-ZZ-DR-A-62101 Peace Building, First Floor & Roof Plan, Proposed
N15301-KCA-R3-ZZ-DR-A-62102 Peace Building, Sections, Proposed
N15301-KCA-R3-ZZ-DR-A-62103 Peace Building, Elevations, Proposed
N15301-KCA-R4-ZZ-DR-A-62100 West Gate Lodge, Floor Plans, Proposed

N15301-KCA-R4-ZZ-DR-A-62101 West Gate Lodge, Sections & Elevations, Proposed
 N15301-KCA-R5-ZZ-DR-A-62100 Mulberry House, Floor Plans, Proposed
 N15301-KCA-R5-ZZ-DR-A-62101 Mulberry House, Sections & Elevations, Proposed
 N15301-KCA-R6-ZZ-DR-A-62100 East Gate Lodge, Floor Plans, Proposed
 N15301-KCA-R6-ZZ-DR-A-62101 East Gate Lodge, Sections & Elevations, Proposed
 N15301-KCA-R7-ZZ-DR-A-62100 Water Tower, Floor Plans, Proposed
 N15301-KCA-R7-ZZ-DR-A-62101 Water Tower, Sections & Elevations, Proposed
 N15301-KCA-RX-ZZ-DR-A-62100 St Ann's Road Wall, Elevations 1&2, Proposed
 N15301-KCA-RX-ZZ-DR-A-62101 St Ann's Road Wall, Elevations 3&4, Proposed
 N15301-KCA-RX-ZZ-DR-A-62110 Retained Buildings, Bay Elevations
 N15301-KCA-RX-ZZ-DR-A-62120 St. Ann's Road Wall, Window Openings, Proposed
 N15301-KCA-RX-ZZ-DR-A-62121 St. Ann's Road Wall, Pedestrian Openings, Proposed
 N15301-KCA-RX-ZZ-DR-A-62122 St. Ann's Road Wall, Vehicular Openings, Proposed
 N15301-A&S-ZZ-ZZ-DR-L-40011 Detail Existing Tree Plan 01
 N15301-A&S-ZZ-ZZ-DR-L-40012 Detail Existing Tree Plan 02
 N15301-A&S-ZZ-ZZ-DR-L-40013 Detail Existing Tree Plan 03
 N15301-A&S-ZZ-ZZ-DR-L-40014 Detail Existing Tree Plan 04
 N15301-A&S-ZZ-ZZ-DR-L-40015 Detail Existing Tree Plan 05
 N15301-A&S-ZZ-ZZ-DR-L-40016 Detail Existing Tree Plan 06
 N15301-A&S-ZZ-ZZ-DR-L-40021 Detail Proposed Tree Plan 01
 N15301-A&S-ZZ-ZZ-DR-L-40022 Detail Proposed Tree Plan 02
 N15301-A&S-ZZ-ZZ-DR-L-40023 Detail Proposed Tree Plan 03
 N15301-A&S-ZZ-ZZ-DR-L-40024 Detail Proposed Tree Plan 04
 N15301-A&S-ZZ-ZZ-DR-L-40025 Detail Proposed Tree Plan 05
 N15301-A&S-ZZ-ZZ-DR-L-40026 Detail Proposed Tree Plan 06
 N15301-A&S-ZZ-ZZ-DR-L-40031 Detail Planting Plan 01
 N15301-A&S-ZZ-ZZ-DR-L-40032 Detail Planting Plan 02
 N15301-A&S-ZZ-ZZ-DR-L-40033 Detail Planting Plan 03
 N15301-A&S-ZZ-ZZ-DR-L-40034 Detail Planting Plan 04
 N15301-A&S-ZZ-ZZ-DR-L-40035 Detail Planting Plan 05
 N15301-A&S-ZZ-ZZ-DR-L-40036 Detail Planting Plan 06
 N15301-A&S-ZZ-ZZ-DR-L-40037 Phase 1a Planting Mix List
 N15301-A&S-ZZ-ZZ-DR-L-30000 Proposed GA Site Plan
 N15301-A&S-ZZ-ZZ-DR-L-30011 Detail Plan 01
 N15301-A&S-ZZ-ZZ-DR-L-30012 Detail Plan 02
 N15301-A&S-ZZ-ZZ-DR-L-30013 Detail Plan 03
 N15301-A&S-ZZ-ZZ-DR-L-30014 Detail Plan 04
 N15301-A&S-ZZ-ZZ-DR-L-30015 Detail Plan 05
 N15301-A&S-ZZ-ZZ-DR-L-30016 Detail Plan 06
 N15301-A&S-ZZ-ZZ-DR-L-30030 Proposed GA Site Levels Plan
 N15301-A&S-ZZ-ZZ-DR-L-30040 Proposed GA Parking Layout Plan
 N15301-A&S-ZZ-ZZ-DR-L-30050 Proposed GA Refuse Collection Plan
 N15301-A&S-ZZ-ZZ-DR-L-31000 Proposed GA Site Sections 01
 N15301-A&S-ZZ-ZZ-DR-L-31010 Proposed GA Site Sections 02
 N15301-A&S-ZZ-ZZ-DR-L-31020 Proposed GA Site Sections 03
 N15301-A&S-ZZ-ZZ-DR-L-31030 Proposed GA Site Sections 04
 N15301-A&S-ZZ-ZZ-DR-L-31040 Proposed GA Site Sections 05
 N15301-A&S-ZZ-ZZ-DR-L-31050 Proposed GA Site Sections 06
 N15301-A&S-ZZ-ZZ-DR-L-31060 Proposed GA Site Sections 07

	<p>Drawings – Outline Phase Parameter Plans</p> <p>N15301-KCA-ZZ-ZZ-DR-A-01200 to 01205.</p> <p>Drawings - Illustrative</p> <p>N15301-KCA-ZZ-00-DR-A-09999 Sitewide, Proposed Basement Floor Plan N15301-KCA-ZZ-00-DR-A-10000 Sitewide, Proposed Ground Floor Plan N15301-KCA-ZZ-01-DR-A-10001 Sitewide, Proposed First Floor Plan N15301-KCA-ZZ-02-DR-A-10002 Sitewide, Proposed Second Floor Plan N15301-KCA-ZZ-03-DR-A-10003 Sitewide, Proposed Third Floor Plan N15301-KCA-ZZ-04-DR-A-10004 Sitewide, Proposed Fourth Floor Plan N15301-KCA-ZZ-05-DR-A-10005 Sitewide, Proposed Fifth Floor Plan N15301-KCA-ZZ-06-DR-A-10006 Sitewide Proposed Sixth Floor Plan N15301-KCA-ZZ-07-DR-A-10007 Sitewide, Proposed Seventh Floor Plan N15301-KCA-ZZ-08-DR-A-10008 Sitewide, Proposed Eighth Floor Plan N15301-KCA-ZZ-09-DR-A-10009 Sitewide, Proposed Roof Plan N15301-A&S-ZZ-ZZ-DR-L-40001 Illustrative Masterplan-Existing Tree Plan N15301-A&S-ZZ-ZZ-DR-L-40002 Illustrative Masterplan-Urban Greening Factor Plan</p> <p>Documents</p> <p>Arboricultural Impact Assessment, Design & Access Statement – Volume 1, Design & Access Statement – Volume 2 - Landscape, Access Statement, Planning Statement, Health Impact Assessment, Design Code Rev. C02, Internal Daylight & Sunlight Report dated October 2022, Daylight & Sunlight Report, Environmental Statement Volume 1, Environmental Statement Volume 2, Environmental Impact Assessment Non-Technical Summary, Fire Strategy Report, Fire Statement, Energy Statement dated October 2022, Circular Economy Statement, Contaminated Land Assessment, Flood Risk Assessment and Drainage Strategy Report, Whole Lifecycle Carbon Assessment, Sustainability Statement, Pre-Demolition and Pre-Refurbishment Audit, Operational Waste Management Strategy, Site Waste Management Plan, Car Parking Management Plan, Transport Assessment, Construction Logistics Plan, Framework Residential Travel Plan, Delivery and Servicing Plan, Phase 1A Refuse Stores, Demolition Environmental Management Plan, Demolition and Construction Logistics Plan (Phase 1A/1B).</p> <p>Reason: In order to ensure that the development is carried out in accordance with the approved details and to protect the historic environment.</p>
<p>3.</p>	<p>Phasing plan</p> <p>The Development shall not be commenced unless and until a Phasing Plan showing the location of each Phase and including details of the order in which the Development Phases will be commenced has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To assist with the identification of each chargeable development (being each Phase) and the calculation of the amount of CIL payable in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and to ensure that housing and other uses are delivered in a co-ordinated way.</p>

4.	<p>Delivery and Servicing Plan</p> <p>Prior to first occupation of the relevant Phase of the development (other than Phase 1A), a detailed delivery and servicing plan (DSP) for that Phase shall be submitted to and approved in writing by the Local Planning Authority. The relevant Phase of the development shall be implemented in accordance with the approved details.</p> <p>Once all Phases have been delivered and occupied, an all Phase DSP shall be consolidated into one overarching full delivery and servicing plan and submitted to the Local Planning Authority for its written approval. All phases shall be completed and shall operate in accordance with the approved details and shall be retained thereafter (other than in the event of being superseded by the final DSP)</p> <p>REASON: To enable safe, clean and efficient deliveries and servicing.</p>
5.	<p>West - East Connections</p> <p>The two pedestrian and cycle connections between the application site and the retained medical campus to the east shall be provided prior to the final occupation of Phase 2 or 3, shall be retained in perpetuity thereafter and shall not be closed.</p> <p>Reason: To ensure the eastern permeability of the site is retained.</p>
6.	<p>Whole Life Carbon Assessment</p> <p>Within three months of occupation of the final block in the relevant Phase of the development hereby approved, 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 for the relevant Phase. 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.</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>
7.	<p>Post Construction Monitoring</p> <p>Within three months of occupation of the final block in the relevant Phase of the development hereby approved, a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance for the relevant Phase. 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.</p> <p>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.</p>

8.	<p>Demolition Logistics Plan (DLP)</p> <p>No development shall take place in any Phase of the development until a Detailed Demolition Logistics Plan (DLP) in relation to that Phase of works has been submitted to and approved in writing by the Local Planning Authority for that Phase. The plan shall conform with Transport for London's Construction Logistics Planning Guidance (2021), and in consultation with the Metropolitan Police, and shall include the following details:</p> <ul style="list-style-type: none"> i) Site access and car parking arrangements; ii) Delivery booking systems; iii) Demolition and / or Construction phasing and agreed routes to/from the development for lorry routeing; iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible); v) Travel plans for staff/ personnel involved in construction; vi) Crane Lifting Management Plan (CLMP); vii) Crane Erection and Dismantling; <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and sensitive neighbouring uses and to maintain traffic safety.</p>
9.	<p>Demolition Environmental Management Plan</p> <p>(a) No development shall take place other than investigation works shall commence in any Phase of the development until a Demolition Environmental Management Plan (DEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.</p> <p>(c) The DEMP shall provide details of how demolition and construction works respectively in the relevant Phase are to be undertaken 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 hoarding/ 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; x. Details of infrastructure protection measures xi. Interim way finding signage xii. Details of any other standard environmental management and control measures to be implemented. <p>(c) the DEMP shall also include consideration as to whether any ecological protection measures are required in respect of the relevant Phase such consideration to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds and roosting bats. Mitigation measures</p>

	<p>including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.</p> <p>(d) Demolition and construction works shall only be carried out in a Phase in accordance with an approved DEMP for that Phase.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality, ecology and the amenity of the locality.</p>
10.	<p>Construction Logistics Plan (CLP)</p> <p>No development (aside from demolition and preparatory works) shall take place in any Phase of the development until a Detailed Construction Logistics Plan (CLP) in relation to that Phase of works has been submitted to and approved in writing by the Local Planning Authority for that Phase. The plan shall conform with Transport for London's Construction Logistics Planning Guidance (2021), and in consultation with the Metropolitan Police, and shall include the following details:</p> <ul style="list-style-type: none"> i) Site access and car parking arrangements; ii) Delivery booking systems; iii) Construction phasing and agreed routes to/from the development for lorry routeing; iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible); v) Travel plans for staff/ personnel involved in construction; vi) Crane Lifting Management Plan (CLMP); vii) Crane Erection and Dismantling; <p>REASON: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and sensitive neighbouring uses and to maintain traffic safety.</p>
11.	<p>Construction Environmental Management Plan</p> <p>(a) No development shall take place (aside from demolition and preparatory works) shall commence in any Phase of the development until a Construction Environmental Management Plan (CEMP) for that Phase has been submitted to and approved in writing by the Local Planning Authority.</p> <p>(b) The CEMP shall provide details of how construction works respectively in the relevant Phase are to be undertaken 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 hoarding/ 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);

	<p>ix. Details of external lighting; x. Details of infrastructure protection measures xi. Interim way finding signage xii. Details of any other standard environmental management and control measures to be implemented.</p> <p>(c) the CEMP shall also include consideration as to whether any ecological protection measures are required in respect of the relevant Phase such consideration to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds and roosting bats. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.</p> <p>(d) Construction works shall only be carried out in a Phase in accordance with an approved CEMP for that Phase.</p> <p>REASON: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality, ecology and the amenity of the locality.</p>
12.	<p>Secured By Design</p> <p>a) Prior to the first occupation of each Phase, relevant part of each building or Phase or its first use, 'Secured by Design' certification shall be obtained for such building or part of such Phase or its use and submitted to the Local Planning Authority for its written approval. Thereafter all features are to be retained.</p> <p>Reason: To ensure safe and secure development and reduce crime.</p>
13.	<p>Air Quality and Dust Management</p> <p>(a) No development shall take place on the relevant Phase of the development, save for investigative and site preparatory work, until a detailed Air Quality and Dust Management Plan (AQDMP) for that Phase, detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i) Monitoring locations; ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works; iii) a Dust Risk Assessment.</p> <p>(b) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved AQDMP for that Phase.</p> <p>REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.</p>
14.	<p>NRMM</p> <p>No development shall take place in any Phase of the development until evidence of site registration at 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 that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.</p>

	<p>REASON: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ.</p>
15.	<p>Plant and Machinery</p> <p>All plant and machinery to be used during the demolition and construction Phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.</p> <p>REASON: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ.</p>
16.	<p>Remediation Strategy</p> <p>(a) Prior to above ground works for the relevant block or Phase, a Remediation Strategy setting out full details of the remediation measures required and how they are to be undertaken shall be submitted to and approved by the Local Planning Authority. This shall include how different phases of the Site are to be Remediated in accordance with a zoned approach agreed with the Local Planning Authority.</p> <p>(b) A verification plan for each phase providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (a) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be provided to the Local Planning Authority for its written approval prior to the undertaking of any remediation.</p> <p>All submissions shall be accompanied by a plan that shows the exact extent of each phase, block or building.</p> <p>Any changes to these components once approved require the express written consent of the local planning authority. The scheme shall thereafter be implemented as approved.</p> <p>Reason: Controlled waters are particularly sensitive at this location because the proposed development site is located within a Source Protection Zone 2 and an inner groundwater protection zone (SPZ1). Areas in SPZ1 are the catchment areas for sources of potable water, high quality water supplies usable for human consumption. Groundwater at this location is therefore particularly vulnerable to polluting uses on the surface. All development proposals are carefully monitored within SPZ1. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
17.	<p>Verification Report</p> <p>Prior to the first occupation of each relevant block, a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>All submissions shall be accompanied by a plan that shows the exact extent of each phase, block or building.</p>

	<p>Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
18.	<p>Monitoring and Maintenance Plan (Contamination)</p> <p>Prior to any piling works starting for each relevant Phase, a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan for each Phase a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
19.	<p>Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development within the vicinity of the contaminated land (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy for the relevant phase to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>All submissions shall be accompanied by a plan that shows the exact extent of each phase, block or building affected by the unexpected contamination.</p> <p>Reason: No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
20.	<p>Borehole Management</p> <p>A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes within each Phase shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The</p>

	<p>scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.</p>
21.	<p>Piling Method Statement</p> <p>Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out within each relevant Phase other than with the prior written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of 'The Environment Agency's approach to groundwater protection'.</p>
22.	<p>Drainage Systems</p> <p>No drainage systems for the infiltration of surface water to the ground shall be permitted other than with the prior written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.</p>
23.	<p>Source Protection Strategy</p> <p>Development (other than demolition and site preparation works) within any Phase shall not commence until a Source Protection Strategy detailing how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall thereafter be constructed in line with the recommendations of the strategy.</p> <p>Reason: To ensure that the water resource is not detrimentally affected by the development.</p>
24.	<p>Water Pressure</p> <p>Prior to the last occupation of the final block of each Phase, confirmation shall be provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing</p>

	<p>plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.</p> <p>Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.</p>
25.	<p>Considerate Contractor</p> <p>Prior to the commencement of works within the relevant Phase, 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 on each Phase.</p> <p>Reason: To ensure the effective management of construction works to the benefit of local residential and public amenity.</p>
26.	<p>Arb Method Statement (Phase 1B)</p> <p>Phase 1B of the development hereby approved shall be provided in accordance with the arboricultural method statement hereby approved.</p> <p>Reason: To enable adequate protection of trees on site during the development.</p>
27.	<p>Arb Method Statement</p> <p>Prior to the commencement of the relevant Phase of the development (with the exception of all works within Phase 1A and demolition only in Phase 1B) an Arboricultural method statement, including a tree protection plan, shall be prepared in accordance with BS5837:2005 "Trees in Relation to Construction" in relation to the relevant Phase and approved in writing by the Local Planning Authority. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed and inspected by the Council Arboriculturalist prior to commencement of construction activities within the relevant Phase and retained until completion. It must be designed and installed as recommended in the method statement.</p> <p>REASON: To protect the trees which are to be retained and in the interest of the visual amenities of the area.</p>
28.	<p>Revised Energy Statement</p> <p>(a) Prior to the commencement of Phase 1a, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This shall be based on the approved Energy Strategy prepared by XCO2 (dated October 2022), delivering as a minimum a 76.1% (new build) and 56.6% (refurbishment) improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, a low-carbon heating strategy, and a minimum 178 kWp solar photovoltaic (PV) array. The strategy will set out:</p> <ul style="list-style-type: none"> - Confirmation of how this phase will meet the zero-carbon policy requirement in line with the Energy Hierarchy;

	<ul style="list-style-type: none"> - Confirmation of achieving the highest possible fabric improvements, aiming for a minimum reduction of 26% reduction under Be Lean; - Specifications, location, pipework routes for the proposed heating and ventilation strategies; - Confirmation of the space heating demand of the retained and new buildings; - Air tightness testing results and strategy to improve air tightness in the existing buildings; - Strategy to reduce thermal bridging and insulation of existing buildings; - Confirmation that the two large retained buildings will be connected to the Phase 1a energy network; - Confirmation and details of how Phase 1a will form part of a site-wide network in future phases; - How the solar PVs have been maximised on Blocks A, C and D, and the retained buildings; - The proposed heating, renewable energy and ventilation strategies (including their efficiency, output, location and pipework layout); - A metering strategy. <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.</p> <p>(b) Within six months of first occupation by block, evidence that the solar PV arrays have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, a six-month energy generation statement.</p> <p>Within six months of completion of each block, a final Energy Assessment must be submitted to the local planning authority to demonstrate achieved carbon emission savings on site. Evidence shall also be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>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.</p>
<p>29.</p>	<p>Overheating</p> <p>Prior to the commencement of Phase 1a, a revised overheating model and report shall be submitted to and approved by the Local Planning Authority, based on acceptable principles as approved, taking into account any detailed design changes and responding the outstanding actions at application stage. The model will assess the overheating risk in line with CIBSE TM52 and TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) for the residential units and demonstrate how the overheating risks have been mitigated and removed through design solutions.</p> <p>This report will include:</p>

	<ul style="list-style-type: none"> - Reconfirmed details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided; - Specification of mitigation measures; - Modelled pipework heat losses from the communal heating system that comply with CP1 2020, reducing the heat losses to reduce energy demand of extract ventilation in corridors; - A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers; - Submit a clearer annotated plan and a list of the modelled dwellings, making it clear what building they are in and ensuring all habitable rooms have easy-to-identify numbers. Set out what number of dwellings are modelled per block. - Specification and visual appearance of the proposed security shutters, and any further external shading measures proposed. <p>These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained (through a like-for-like in specification) thereafter for the lifetime of the development.</p> <p>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.</p>
<p>30.</p>	<p>Building User Guide</p> <p>Prior to occupation of each plot/block, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.</p> <p>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</p>
<p>31.</p>	<p>Energy Monitoring</p> <p>No development shall take place beyond the superstructure of each relevant Phase of the development until a detailed scheme for energy monitoring has been</p>

	<p>submitted to and approved in writing by the Local Planning Authority for that Phase. The details shall include details of suitable devices for the monitoring of energy use and renewable/ low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building in the relevant Phase.</p> <p>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</p>
32.	<p>Ecological Enhancement</p> <p>a) Prior to occupation of the first building in each Phase of the development details of ecological enhancement measures, monitoring and maintenance for that Phase shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures (including bat boxes, bird boxes and bee bricks), a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</p> <p>(b) Within 3 months of occupation of the last building in the relevant Phase photographic evidence and a post-development ecological field survey and impact assessment of that Phase shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</p> <p>(c) Development within the relevant Phase shall accord with the details as approved and retained for a minimum of 30 years.</p> <p>REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p>
33.	<p>Non-Residential Uses</p> <p>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 ground floor non-residential units hereby approved within the development shall be used for activities within Use Class E, F1 or F2 only and shall not be used for any other purpose unless approval first is obtained to a variation of this condition through the submission of a planning application.</p> <p>Reason: In order to restrict the use of the premises to those compatible with the surrounding area.</p>
34.	<p>Hours of Operation</p> <p>Exact details of the use and hours of opening of each of the proposed non-residential units shall first be submitted to the local planning authority prior to their first occupation/use. Once approved there shall be no deviation from the agreed use/hours without prior agreement in writing from the local planning authority.</p> <p>Reason: In order to ensure a good quality place and to protect residential and other sensitive end user amenity in accordance with Policy DM1 of the Development Management DPD 2017.</p>

35.	<p>Permitted Development</p> <p>Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions or rear extensions to any home shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.</p> <p>Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.</p>
36.	<p>Rainwater Harvesting</p> <p>Prior to above ground floor slab level of the relevant Phase, details of grey and rainwater harvesting in accordance with the submitted Flood Risk Assessment for each Phase shall be submitted to the local planning authority for its written approval. Once approved the details shall be implemented and retained as such thereafter.</p> <p>Reason: To ensure adequate on site water management and to minimise surface water runoff.</p>
37.	<p>Satellite Dishes</p> <p>Notwithstanding permitted development rights the placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided only for a communal solution(s). Details of any communal dish/antenna must be submitted to the Local Planning Authority for its written approval prior to the first occupation of any residential unit within the development hereby approved. The communal dish/antenna solutions provided shall thereafter be retained as installed.</p> <p>Reason: To protect the visual amenity of the locality and residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
38.	<p>Tree Replacement</p> <p>Any trees or plants which within five years from them being planted die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other similar size and species.</p> <p>Reason: To ensure that the approved soft landscaping thrives and makes a positive contribution to residential amenity and publicly accessible open space.</p>
39.	<p>Water Use</p> <p>The development hereby approved shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption) for all residential development (excluding retained buildings), and shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category (12.5% improvement over baseline standard) or equivalent for all non-residential development, and shall</p>

	<p>incorporate measures such as smart metering, water saving and recycling measures, including retrofitting such measures to existing buildings as appropriate.</p> <p>Reason: To help to achieve lower water consumption rates in accordance with Policy SI5 of the London Plan 2021 and Policy DM29 of the Council's Development Management DPD 2017.</p>
40.	<p>PVs</p> <p>All photovoltaic panel arrays installed as part of the approved development shall be maintained in good working order and shall be cleaned at least annually.</p> <p>Reason: To ensure that the installed photovoltaic arrays generate renewable energy at their full potential.</p>
41.	<p>Broadband</p> <p>The development hereby approved shall ensure that sufficient ducting spaces for full fibre connectivity is provided to all end users.</p> <p>Reason: To ensure adequate provision of digital infrastructure and in accordance with London Plan Policy SI 6.</p>
42.	<p>Noise Assessment</p> <p>None of the non-residential units hereby approved within any Phase shall be occupied until a noise assessment for all plant/extraction equipment, in accordance with BS8233:2014, for the relevant unit/Phase has been first submitted to and approved in writing by the Local Planning Authority. The assessment will provide appropriate mitigation measures to ensure that the nearest residential occupiers retain a satisfactory internal noise environment. That is daytime noise not exceeding 35dBA and 40dB (AEQ, 16 Hour) for living rooms, bedrooms and dining rooms respectively and night time noise levels not exceeding 30dB(A) LAeq, 8 hour). The approved mitigation measures shall be implemented prior to the first occupation of the unit/Phase and be retained and maintained so long as the commercial use continues.</p> <p>Reason: In order to ensure a satisfactory internal noise environment for occupiers of nearby dwellings.</p>
43.	<p>Public Highway</p> <p>(a) No development shall commence within a Phase until an existing condition survey of the associated public highway has been undertaken in collaboration with the Council's Highways Maintenance team.</p> <p>(b) Within one month of the completion of the respective Phase works, including any associated highway works, a final condition survey shall be undertaken of the highway areas identified in collaboration with the Council's Highways Maintenance team.</p> <p>Reason: To ensure the construction works do not result in the deterioration of the condition of the public highway.</p>

44.	<p>Drainage Management and Maintenance Plan</p> <p>Prior to eight weeks of first occupation of each relevant Phase of the development hereby approved, a detailed drainage management and 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 development shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p>
45.	<p>Boundary Wall</p> <p>Prior to the commencement of relevant above ground works detailed drawings to a scale of 1:20 shall be provided to the local planning authority for its written approval for all amendments to and new features within in the northern boundary wall. Once approved the development shall be completed in accordance with the detailed and retained as such thereafter.</p> <p>Reason: to ensure the overall design quality of the development and to preserve and enhance local heritage in accordance with Policy DM1 and DM9 of the Development Management DPD 2017.</p>
46.	<p>Public Areas (Management and Maintenance)</p> <p>Prior to the final occupation of each relevant Phase of the development hereby approved a management and maintenance plan for all public areas around the new buildings within each relevant Phase shall be submitted to the local planning authority for its written approval. Once approved the development shall be completed in accordance with the detailed and retained as such thereafter.</p> <p>Reason: To ensure the overall design quality of the development.</p>
47.	<p>Courtyard Access</p> <p>Prior to the first occupation of each relevant Phase (excluding terraced houses) details of Courtyard Access Control Arrangements describing the detailed management of public and private access to the proposed landscaped courtyard areas within the relevant Phase, including appropriate safeguards in case of damage or lack of functionality, shall be submitted to the Local Planning Authority for its written approval. Details shall include information on access point design, layout, management and maintenance, and rapid repairs in case of non-functionality. Once approved, works shall be implemented in accordance with the approved details and retained as such thereafter.</p> <p>Reason: To ensure suitable access controls for vehicles are provided and to ensure the safety of the public highway.</p>
48.	<p>Electric Charge Points (Vehicular)</p> <p>All parking spaces within the development hereby approved shall be provided with electric vehicle charging infrastructure (80% passive, 20% active). Details of the charging infrastructure shall be submitted to the Local Planning Authority for its</p>

	<p>written approval prior to installation, which shall be no later than the first occupation of each relevant Phase. 20% of the spaces (on a Sitewide basis) shall have 'active' charging points and all remaining spaces shall have 'passive' charging infrastructure. The infrastructure shall be installed in accordance with the approved documentation and retained as such thereafter.</p> <p>Reason: In order to ensure low carbon and low air quality impact of the development.</p>
49.	<p>Written Scheme of Investigation</p> <p>No development (excluding demolition and above ground site clearance works) 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.</p> <p>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:</p> <p>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</p> <p>B. Where appropriate, details of a programme for delivering related positive public benefits</p> <p>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."</p> <p>Reason: To protect heritage assets with particular reference to archaeology.</p>
50.	<p>External Lighting</p> <p>Prior to first occupation of any each relevant Phase a detailed external lighting scheme for that Phase shall be submitted to and approved by the local planning authority. The scheme shall include the locations, heights, and specifications and Lux plans of the proposed lighting scheme. The lighting scheme shall be designed to avoid lighting ecological features. The development shall be completed and retained thereafter in accordance with the approved details.</p> <p>REASON: In the interest of highway and public safety and neighbour amenity.</p>
	<p>CONDITIONS APPLICABLE TO THE DETAILED PHASE 1A ONLY</p>
51.	<p>Car Park Management (Phase 1a)</p> <p>The applicant shall submit a Car Parking Management Plan for Phase 1A to the local planning authority for its written approval prior to the occupation of the relevant Phase which must include details of the allocation and management of the on-site</p>

	<p>car parking spaces including all accessible spaces car parking spaces which shall be allocated in the following order (and shall not be sold):</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 2) Family size units (4 & 3 bedroom units) 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units, as appropriate <p>Once approved the CPMP shall be implemented and followed thereafter, unless otherwise agreed in writing in advance by the local planning authority.</p> <p>Reason: To ensure those with a requirement for car parking are prioritised.</p>
52.	<p>Delivery and Servicing (Phase 1a)</p> <p>Phase 1A of the development hereby approved shall be provided in accordance with the detailed Delivery and Servicing Plan (DSP) hereby approved.</p> <p>Reason: To enable safe, clean and efficient deliveries and servicing.</p>
53.	<p>Arb. Method Statement (Phase 1a)</p> <p>Phase 1A of the development hereby approved shall be provided in accordance with the arboricultural method statement hereby approved.</p> <p>Reason: To enable adequate protection of trees on site during the development.</p>
54.	<p>Cycle Storage (Phase 1a)</p> <p>Long stay cycle parking for Phase 1A shall be provided in accordance with the approved plans.</p> <p>Reason: To ensure inclusive access to cycle parking in accordance with London Plan Policy T5.</p>
55.	<p>Landscaping (Phase 1a)</p> <p>Notwithstanding the details submitted as part of the application, three months prior to the beginning of relevant works in Phase 1A, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:</p> <ol style="list-style-type: none"> i) Hard surfacing materials; ii) Children's play areas and equipment; iii) Boundary treatments iv) Any relevant SUDs features and associated SUDS management and maintenance plans, detailing future management and maintenance responsibilities for the lifetime of the development v) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.); vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);

	<p>vii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;</p> <p>viii) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and</p> <p>ix) Implementation programme.</p> <p>x) Long term management</p> <p>xi) Full details of wayfinding signage including their location, material and mounting (developed in consultation with the Council's Regeneration team);</p> <p>xii) details of short stay parking to be provided in accordance with the London Cycle Design Standards.</p> <p>The development within Phase 1A shall thereafter be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments along with appropriate management and maintenance arrangements.</p>
56.	<p>Materials (Phase 1a)</p> <p>No development of any building in Phase 1A beyond the superstructure shall commence until all proposed external materials and elevational details for that Block have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:</p> <p>i) External facing materials and glazing, including sample boards of all cladding materials and finishes;</p> <p>ii) Sectional drawings at 1:20 (or other appropriate scale) through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;</p> <p>iii) Sectional and elevational drawings at 1:20 (or other appropriate scale) of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;</p> <p>iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 (or other appropriate scale) and elevations of entrance doors at 1:20 (or other appropriate scale);</p> <p>The development shall thereafter be carried out in accordance with the approved details.</p> <p>REASON: In the interest of visual amenity.</p>
57.	<p>Green Roofs (Phase 1a)</p> <p>No development shall take place beyond the superstructure in Phase 1A until full details of any living roofs within Phase 1a have been submitted to and approved by the Local Planning Authority. The roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include:</p> <p>i. A roof plan identifying where the living roofs will be located;</p> <p>ii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;</p>

	<p>iii. Roof plans annotating details of the diversity of substrate depths and substrate types across the roof to provide contours of substrate, including annotation of substrate mounds and sandy piles in areas with the greatest structural support to provide a variation in habitat, with a minimum of one feature per 10m² of living roof;</p> <p>iv. Roof plans annotating details of the location of semi-buried log piles / flat stones for invertebrates, with a minimum footprint of 1m² and at least one feature per 10m² of living roof;</p> <p>v. Details on the range of native species of (wild)flowers, herbs in the form of seeds and plug plants planted on the living roofs, or climbing plants planted against walls, to benefit native wildlife;</p> <p>vi. Roof plans and sections showing the relationship between the living roof areas, photovoltaic array(s), air source heat pumps and other plant;</p> <p>and</p> <p>vii. Management and maintenance plan, including frequency of watering arrangements.</p> <p>The development within Phase 1A shall thereafter proceed in accordance with the approved details.</p> <p>b) Prior to the end of the first planting season following completion of each building in Plot A, the living roof/wall of that building shall be provided in accordance with the approved details and retained thereafter.</p> <p>REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p>
58.	<p>Fire Strategy (Phase 1a)</p> <p>Prior to commencement of above ground works for Phase 1A of the development hereby approved, a construction phase fire strategy, to include: details of access for firefighting personnel and equipment; that there is sufficient firefighting water supply; and details of the evacuation strategy and assembly points in the event of a fire, should be provided to and approved by the Local Planning Authority for Phase 1A of the development. Once approved the development shall be completed in accordance with the approved details.</p> <p>Reason: In line with Policy D12 of the London Plan 2021.</p>
59.	<p>Fire Strategy Statement (Phase 1a)</p> <p>Prior to the first occupation of Phase 1A of the development hereby approved, an updated Fire Strategy Statement to include the following additional details for all building within Phase 1A: where fire and rescue service pumping appliances are to be sited; the location of fire evacuation assembly points and mitigation measures to ensure they are kept clear of obstructions; evacuation strategy including provisions for the evacuation of mobility impaired residents and details of how the strategy would be communicated to residents; adequate firefighting water supply; how the FSS would be managed, updated and monitored as required, shall be submitted to and approved by the Local Planning Authority. Once approved the development shall be completed in accordance with the approved details and retained as such thereafter.</p>

	Reason: In line with Policy D12 of the London Plan 2021.
60.	<p>Surface Water Drainage (Phase 1a)</p> <p>Prior to the commencement of above ground level works for Phase 1A a detailed Surface Water Drainage scheme for that Phase shall be submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme should also accompany a detailed drainage plan appropriately cross-referenced to supporting calculations for the development and they should clearly indicates the location of all proposed drainage elements demonstrating that the surface water generated by this development (For all the rainfall durations starting from 15 min to 10080 min and intensities up to and including the climate change adjusted critical 100 yr storm) can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.</p> <p>Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p>
	CONDITIONS APPLICABLE TO THE OUTLINE PHASE/RMs
61.	<p>Reserved Matters Submission (Outline)</p> <p>No Phase within the Development hereby approved in the Outline Component shall be commenced unless and until details of the following:</p> <ul style="list-style-type: none"> a) appearance b) landscaping c) layout; and d) scale <p>(hereinafter referred to as the "reserved matters") in relation to that part of the Development have been submitted to and approved in writing by the Local Planning Authority. The "Outline Component" can be defined as "the Phases of the development to be shown on the phasing plan approved pursuant to Condition 3 in respect of which this decision notice grants outline planning permissions subject to the approval of the reserved matters detailed in 63.</p> <p>Reason: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.</p>
62.	<p>Reserved Matters Timeframe (Outline)</p> <p>The final Reserved Matters Application must be made to the Local Planning Authority for approval no later than the expiration of 10 years from the date of this permission.</p> <p>Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.</p>
63.	Reserved Matters Compliance Statement (Outline)

	<p>Each application for Reserved Matters submitted pursuant to Condition 63 shall contain the information set out in the Reserved Matters Compliance Statement included at Annex 1 of this Decision Notice.</p> <p>Reason: To ensure that the development is undertaken in accordance with the plans and documents approved herein</p>
64.	<p>Outline Parameters (Outline)</p> <p>The Parameter Plans, Development Specification and Design Code relating to the land shown outline in red and unshaded on drawing refs. N15301-KCA-ZZ-ZZ-DR-A-01200 to 01205. may be revised from time to time subject to obtaining the prior written approval of the Local Planning Authority and the Local Planning Authority being satisfied that any such proposed revisions are (a) unlikely to have significantly different environmental effects when compared to the assessment contained in the Environmental Statement hereby approved or (b) to the extent that such proposed revisions are likely to have significantly different environmental effects when compared to the assessment contained in the Environmental Statement hereby approved such revisions have been subject to an Environmental Impact Assessment. The development of the outline component thereafter shall be designed and carried out in accordance with such approved revised Parameter Plans, Development Specification and Design Code.</p> <p>Reason: To enable a mechanism to address potential future conflicts between overlapping planning permissions.</p>
65.	<p>Drawing References (Outline)</p> <p>Each Reserved Matters application for landscaping, layout, scale and appearance (a) must conform with the approved Design Code and Development Specification and Parameters Plans including drawing numbers:</p> <p>N15301-KCA-ZZ-ZZ-DR-A-01200 to 01205.</p> <p>And (b) must be accompanied by a written statement setting out how the development within the relevant reserved matters submission conforms with the approved Design Code, Development Specification and Parameters Plans.</p> <p>REASON: For the avoidance of doubt and in the interest of visual amenity, neighbour amenity, limiting the impact of the development on heritage assets and to ensure that the development conforms with the aspirations and principles of the site allocation SA28.</p>
66.	<p>Cycle Provision (Outline)</p> <p>Each reserved matters application shall include details of long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021) standards and the London Cycle Design Standards.</p> <p>Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards</p>

67.	<p>Accessible Housing (Outline)</p> <p>Each reserved matter(s) application for layout shall be accompanied by comprehensive accessible housing strategy that demonstrates how the submission meets and provides 10% of residential dwellings in accordance with Approved Document M M4(s) (2b) ('wheelchair user dwellings') of the Building Regulations (2015) and all other meet approved document M M4(2) ('Accessible and adaptable dwellings') across the whole of the Masterplan.</p> <p>REASON: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.</p>
68.	<p>Landscaping (Outline)</p> <p>Each reserved matter(s) application for landscaping shall include full details of:</p> <ul style="list-style-type: none"> i) Hard surfacing materials; ii) Children's play areas and equipment; iii) Boundary treatments; iv) Any relevant SuDs features and associated SUDS management and maintenance plans, detailing future management and maintenance responsibilities for the lifetime of the development; v) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.); vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); vii) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate; viii) Any food growing areas and soil specification; ix) Written specifications (including cultivation and other operations) associated with plant and grass establishment; x) Implementation programme; xi) Long term management; xii) Full details of wayfinding signage including their location, material and mounting (developed in consultation with the Council's Regeneration team); and xiii) A written statement outlining how the potential for urban greening has been maximised, in line with London Plan and Urban Greening Factor benchmark targets. xiv) what measures will be delivered to the relevant external amenity area(s) that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts. <p>(b) The external landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure a satisfactory level of residential amenity, children's play opportunities, food growing opportunities, biodiversity enhancement and boundary treatments along with appropriate management and maintenance arrangements.</p>
69.	<p>Fire Statement (Outline)</p> <p>Each reserved matter(s) application for layout, scale and appearance shall be accompanied by a detailed fire statement (in order to meet Gateway One or equivalent). The development shall thereafter proceed in accordance with recommendations and mitigation measures recommended in the statement.</p>

	<p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
70.	<p>Ecological Impact Assessment (Outline)</p> <p>Each reserved matters application for landscaping shall be accompanied by detailed ecological impact assessment, undertaken by a suitably qualified individual, that includes the results of appropriate up to date surveys, full details of on site mitigation and enhancement measures to deliver a net gain in biodiversity (including bat boxes, bird boxes, bee bricks and a sensitive lighting scheme) and associated long term maintenance and monitoring plan. The development shall proceed in accordance with the mitigation and enhancement measures.</p> <p>REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, S11 and S12 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p>
71.	<p>Car Park Management (Outline)</p> <p>The applicant shall submit a Car Parking Management Plan to the local planning authority for each reserved matters application for its written approval prior to the commencement of works for that Phase which must include details of the allocation and management of the on-site car parking spaces including all accessible spaces car parking spaces which shall be allocated in the following order (and shall not be sold):</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 2) Family size units (4 & 3 bedroom units) 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units, as appropriate <p>Once approved the CPMP shall be implemented and followed thereafter, unless otherwise agreed in writing in advance by the local planning authority.</p> <p>Reason: To ensure those with a requirement for car parking are prioritised.</p>
72.	<p>Green Roofs (Outline)</p> <p>Each reserved matter(s) application for appearance and landscaping shall include where applicable:</p> <ol style="list-style-type: none"> a) full details of any living roofs or walls. The roofs/walls shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include: <ol style="list-style-type: none"> i. A roof plan identifying where the living roofs will be located; ii. A ground floor plan identifying where the living walls will be rooted in the ground, if any; iii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;

	<p>iv. Roof plans annotating details of the diversity of substrate depths and substrate types across the roof to provide contours of substrate, including annotation of substrate mounds and sandy piles in areas with the greatest structural support to provide a variation in habitat, with a minimum of one feature per 10m² of living roof;</p> <p>v. Roof plans annotating details of the location of semi-buried log piles / flat stones for invertebrates, with a minimum footprint of 1m² and at least one feature per 10m² of living roof;</p> <p>vi. Details on the range of native species of (wild)flowers, herbs in the form of seeds and plug plants planted on the living roofs, or climbing plants planted against walls, to benefit native wildlife;</p> <p>vii. Roof plans and sections showing the relationship between the living roof areas, photovoltaic arrays and location of air source heat pumps and other plant;</p> <p>and</p> <p>viii. Management and maintenance plan, including frequency of watering arrangements.</p> <p>The development shall thereafter proceed in accordance with the approved details.</p> <p>b) Prior to the end of the first planting season following completion of each building hereby approved the living roof/wall for that building shall be provided in accordance with the approved details and retained thereafter.</p> <p>REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).</p>
73.	<p>Circular Economy Statement (Outline)</p> <p>Each reserved matter (s) application for scale, layout and appearance shall be accompanied shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Draft Guidance dated September 2020, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.</p> <p>REASON: In the interests of sustainable waste management and in order to maximise the re-use of materials.</p>
74.	<p>Surface Water Drainage Scheme (Outline)</p> <p>Each reserved matters application shall be submitted with a detailed Surface Water Drainage scheme for site that shall be approved in writing by the Local Planning Authority. The detailed drainage scheme should also accompany a detailed drainage plan appropriately cross-referenced to supporting calculations for the development and they should clearly indicates the location of all proposed drainage elements demonstrating that the surface water generated by this development (For all the rainfall durations starting from 15 min to 10080 min and intensities up to and including the climate change adjusted critical 100 yr storm) can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.</p>

	Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.
75.	<p>Boundary Walls (Outline)</p> <p>The reserved matters applications for Phases 2 and 3 shall include details, including section and detailing drawings at 1:20 scale, of a boundary wall to the eastern side of the development site. The wall shall be constructed in a single phase, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: Reason: To ensure the overall design quality of the development.</p>
76.	<p>Energy Strategy (Outline)</p> <p>(a) Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by an Energy Strategy. This phase block shall achieve the minimum requirements in line with the most up to date planning policy framework at the time of submission and shall achieve no less than a reduction in carbon emissions of 76% (residential) compared to a Building Regulations Part L 2013 compliant building with SAP10 carbon factors, or higher where revised policy requirements are in place at the time of submission.</p> <p>The strategy will set out:</p> <ul style="list-style-type: none"> - Confirmation of how this phase will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - How the development aims to achieve minimum carbon reductions at the Be Lean Stage of 26% for the domestic new build; - Strategy to reduce thermal bridging; - Confirmation and details of how the proposed phase will form part of a site-wide network in future phases; - The proposed heating, renewable energy and ventilation strategies (including their efficiency, output, location and pipework layout); - A metering strategy. <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The solar PV array shall be also installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</p> <p>(b) Within six months of completion of each block, a final Energy Assessment must be submitted to the local planning authority to demonstrate achieved carbon emission savings on site. Evidence shall also be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>Within six months of first occupation by block, evidence that the solar PV arrays have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, a six-month energy generation statement.</p> <p>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</p>

	line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.
77.	<p>Overheating Strategy (Outline)</p> <p>(a) Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by a detailed Overheating Assessment. The Overheating Assessment shall be submitted for the written approval of the Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 for the residential spaces and TM52 for the non-residential spaces and TM49 weather files for London's future weather/temperature projections. The assessment shall be undertaken in line with the following:</p> <ul style="list-style-type: none"> • The London Weather Centre dataset for all three DSYs; • Future weather patterns to projected impacts over the time periods DSY1 for 2050s and 2080s, all time periods should be modelled; • Mitigation for the 2020s period must be integrated into the design through passive design measures. The risks and the mitigation strategy for the periods of the 2050s and 2080s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk; • Specification and location of mitigation measures (especially where they are mitigating risk of crime, air or noise pollution); • Confirmation of the modelled pipework heat losses; • Include any replacement / repair cycles and the annual running costs for the occupiers; • Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings: <ul style="list-style-type: none"> ○ At least 15% of all rooms across the development site; ○ All single-aspect dwellings facing west, east, and south; ○ At least 50% of rooms on the top floor; ○ 75% of all modelled rooms will face South or South/west; ○ Strategy that mitigates any risk of crime / noise and / or air pollution in line with the AVO Residential Design Guide, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments). <p>(b) Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter for the lifetime of the development.</p> <p>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.</p>

78.	<p>Climate Change Adaptation (Outline)</p> <p>Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.</p> <p>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</p>

Informatives

1.	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 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. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2.	Based on the information given on the plans, the Mayoral CIL charge for Phase 1A (detailed element) will be £850,352 (14,088sqm x £60.36) and the Haringey CIL charge will be £704,400 (14,088sqm x £50) for both detailed and outline elements combined. Social housing relief has been included in these calculations.
3.	The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
4.	The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.
5.	The application shall be completed in accordance with the Section 106 and Section 278 legal agreements associated within this application.
6.	Prior to the demolition or construction on the existing land, 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.
7.	The applicant must seek the continual 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.
8.	The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

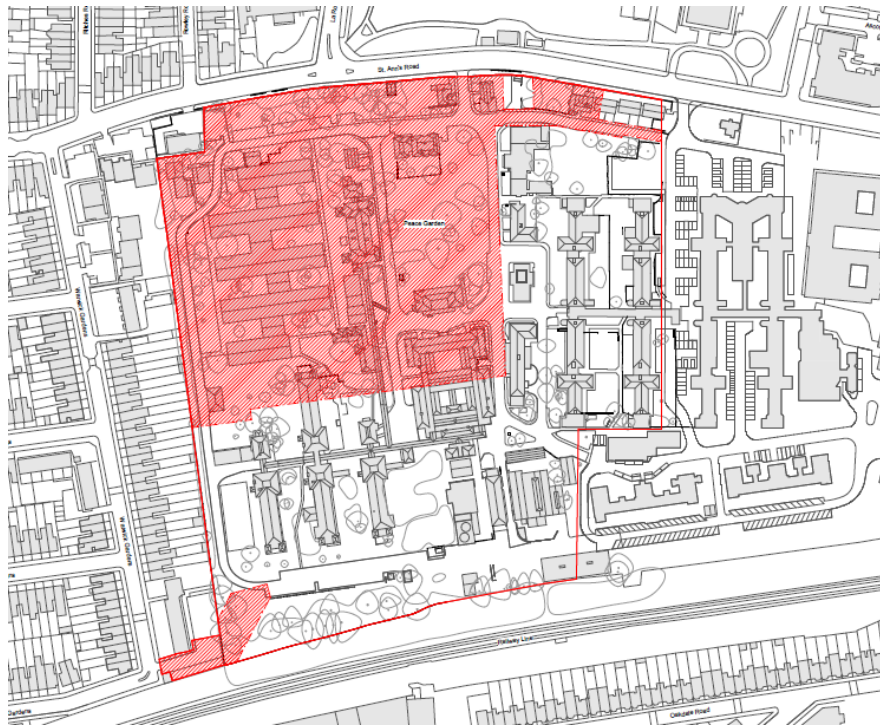
9.	<p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planningyour-development/working-near-our-pipes</p>
10.	<ul style="list-style-type: none"> (i) The developer / designer must ensure that the development line is set back from the Network Rail fence line to achieve sufficient gap / space to inspect and maintain Network Rail fence line and provide an access for inspection and maintenance of the proposed development or other assets in the future without imposing any risks to the operational railway. This would normally be 2-5m from the boundary fence depending on the adjacent NR assets or boundary fence. (ii) Existing railway infrastructures including embankment should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment etc.). (iii) The developer is responsible for a detailed services survey to locate the position, type of services, including buried services, in the vicinity of railway and development site. Any utility services identified shall be brought to the attention of Senior Asset Protection Engineer (SAPE) in Network Rail if they belong to railway assets. The SAPE will ascertain and specify what measures, including possible re-location and cost, along with any other asset protection measures shall be implemented by the developer. (iv) The developer must ensure any future maintenance does not import the risks to the operational railway. The applicant must ensure that the construction and subsequent maintenance of their development can be carried out without adversely affecting the safety of operational railway. (v) Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling

	<p>adjacent to the running line'. Collapse radius of the cranes should not fall within 4m from the railway boundary unless possession and isolation on NR lines have been arranged or agreed with Network Rail.</p> <p>(vi) Any temporary structures which are to be constructed adjacent to the railway boundary fence (if required) must be erected in such a manner that at no time will any item fall within 3 metres from the live OHLE and running rail or other live assets. Suitable protection on temporary works (for example: Protective netting around scaffold) must be installed.</p> <p>(vii) The developer must ensure that any piling work near or adjacent to the railway does not cause an operational hazard to Network Rail's infrastructure. Impact/Driven piling scheme for a development near or adjacent to Network Rail's operational infrastructure needs to be avoided, due to the risk of a major track fault occurring. No vibro-compaction/displacement piling plant shall be used in development.</p> <p>(viii) Where required, the developer should provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. Network Rail's existing fencing / wall must not be removed until it is agreed with Network Rail.</p> <p>(ix) Any lighting associated with the construction works (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.</p> <p>(x) If there is hard standing area / parking of vehicles area near the property boundary with the operational railway, Network Rail would recommend the installation of vehicle incursion barrier or structure designed for vehicular impact to prevent vehicles accidentally driving or rolling onto the railway or damaging the railway lineside fencing.</p> <p>(xi) The applicant shall provide all construction methodologies relating to works that may import risks onto the operational railway and potential disruption to railway services, the assets and the infrastructure for acceptance prior to commencing the works. All works must also be risk assessed to avoid disruptions to the operational railway.</p> <p>(xii) Network Rail's infrastructures should be monitored for movement, settlement, cant, twist, vibration etc if there are risks from the proposed development (if there the proposed development import these risks in the operational railway) to mitigate the risk of adverse impact to the operational railway in accordance with Network Rail standard 'NR/L2/CIV/177 -</p>
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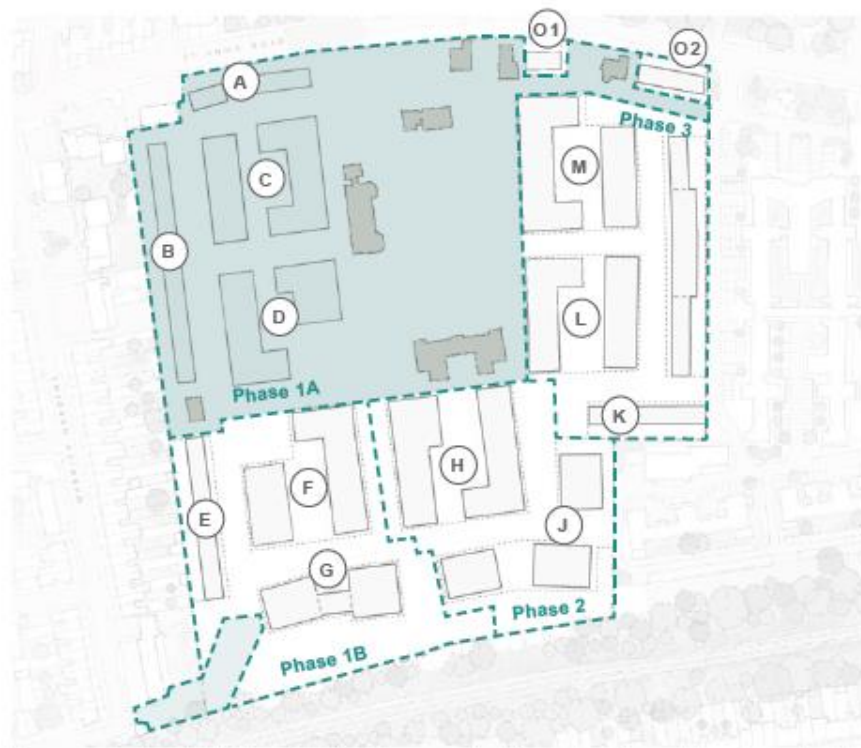
	<p>Monitoring track over or adjacent to building or civil engineering works’.</p> <p>(xiii) The developer must ensure that the locations and extent of invasive plant (if any, for example: Japanese Knotweed) are identified and treated in accordance with the current code of practice and regulations if exists on site. Any asbestos identified on site should be dealt in accordance with current standard, Health and Safety Guideline and regulations by the developer.</p> <p>(xiv) Contractors are expected to use the 'best practical means' for controlling pollution and environmental nuisance complying all current standards and regulations. The design and construction methodologies should consider mitigation measures to minimise the generation of airborne dust, noise and vibration in regard to the operational railway.</p> <p>(xv) Traffic management should be in place and carefully mitigated any traffic jam near level crossing.</p> <p>(xvi) Network Rail strongly recommends the developer contacts the Asset Protection Team AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and Network Rail Infrastructure Limited Registered Office: Network Rail, One Eversholt Street, London, NW1 2DN Registered in England and Wales No. 2904587 www.networkrail.co.uk OFFICIAL also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/assetprotection-and-optimisation/.</p>
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Appendix 2 – Relevant Plans and Images

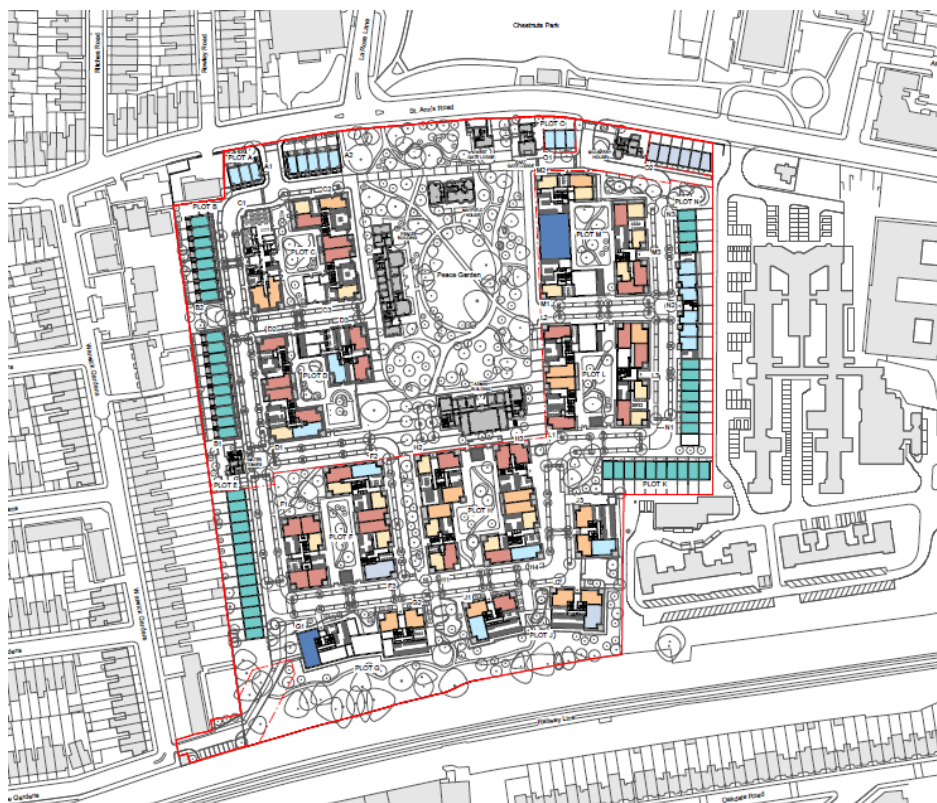
Existing Site Location Plan (Phase 1A shaded)



Phasing Plan



Sitewide Layout Plan



Aerial View of Development (including Masterplan)



Phase 1A Plan

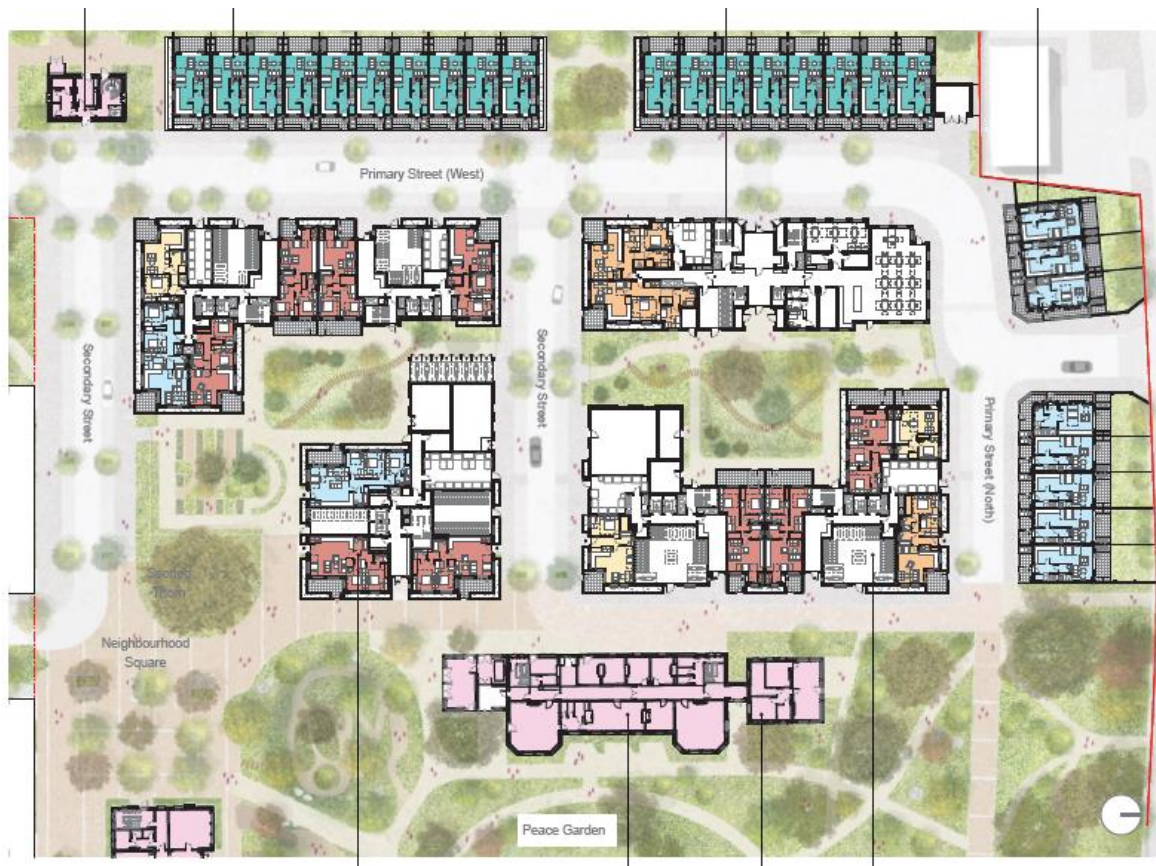


Image of Northern Entrance to Site (between Homes in Plot A)



Image of Plot B and Water Tower from Plot C



Image of Plot C from Peace Garden



Image of Plot D from Peace Garden



Image of Plot D (and Amenity Area Including Spotted Thorn)



View from within Conservation Area (east)



View from within Conservation Area (west)



View of Mayfield House and St Ann's Church Spire



Plan for South-West Link



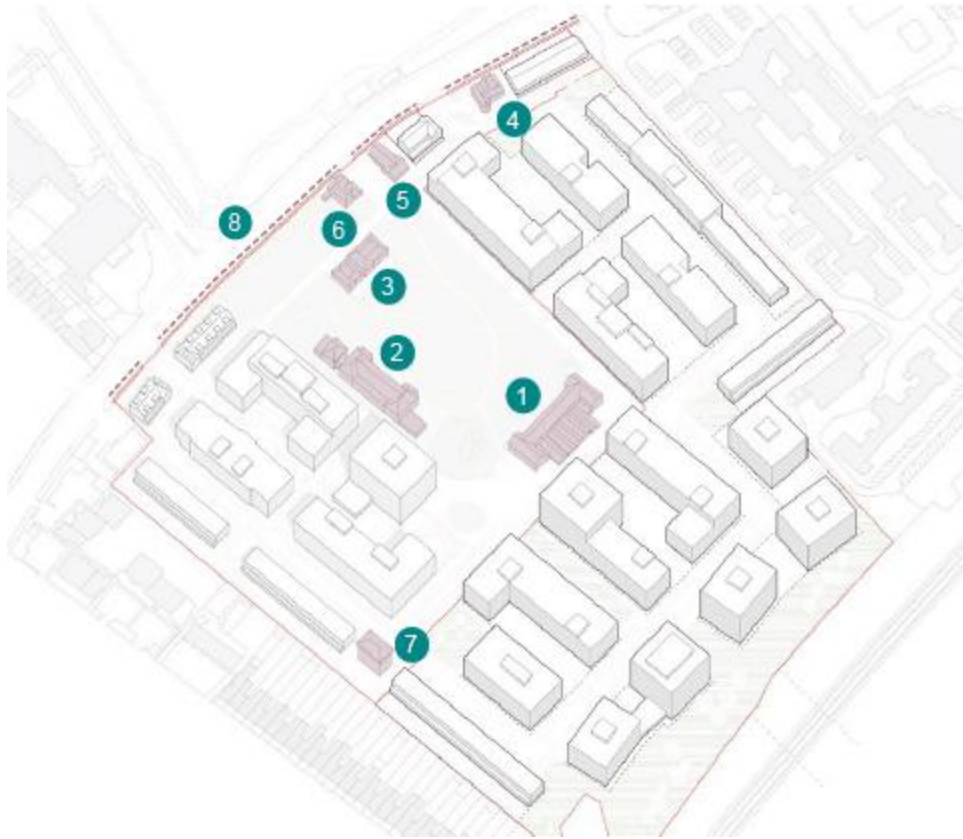
Image of South-West Link



Plan Showing Connectivity of Green Spaces



Plan Showing Location of Retained Heritage Buildings (Non-residential uses)



SINC Proposals Plan



Key:	1 Existing SINC: Woodland	Existing SINC	3,665 m ²
— Extended SINC area	2 SINC Extension: Dry wildflower meadow	Extended Area	1,655 m ²
— Indicative existing SINC boundary	3 SINC Extension: Wet grassland	New Total	5,310 m ²
— Site boundary	4 SINC Extension: Woodland	Increased %	45%

Peace Garden Landscape Design



Playable Landscape Proposals



Aerial View from North



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Appendix 3 – Consultation Responses from Internal and External Agencies

Stakeholder (LBH)	Comments	Response
<p>Design Officer</p>	<p><u>Location & Principle of Development</u></p> <ol style="list-style-type: none"> 1. The St Ann’s Hospital is a large, walled, historic hospital compound in the south-centre of the borough, approximately mid-way between Green Lanes to the west and Seven Sisters to the east. Its long northern boundary is the southern side of St Ann’s Road, a major east-west street connecting Green Lanes with South Tottenham, and its long southern boundary is the embankment of the Gospel Oak to Barking railway line, used for London Overground and goods services, whilst it’s shorter eastern and western boundaries are to residential streets and the backs of terraced houses. In recent years the health service has, in consultation with the council and other stakeholders, been redeveloping parts of the hospital, gradually moving health facilities into just the eastern half of the site. 2. The Health Authority commissioned a masterplan from Broadway Malyan 2012-2015, for the residential development of the western half of the existing hospital site, developed in consultation with council officers and granted planning permission in March 2015 (HGY/2014/1691, now expired). This was used to market the site to potential developers, whilst at the same time a community group developed a rival proposal for the site. This lead the GLA to broker a deal involving both of these applicants. At the same time and since, the Health Authority have been developing projects and carrying out their construction for the consolidation of the health care services on the retained hospital site, including a design award winning new Blossom Court mental health inpatient wards and more recent Imaging Centre and a number of smaller projects to adapt and update existing buildings and remove any facilities or plant relied on in what is now to be the residential development site. Council officers, including this Design Officer, have been fully involved in pre-app and other discussions on all the above schemes. 	<p>Comments have been taken into account. Materials to be controlled by condition.</p>

Stakeholder (LBH)	Comments	Response
	<p>3. The site is allocated in the council’s Local Plan, Site Allocations DPD (adopted July 2017) as SA28: St Ann’s Hospital Site, for “Enabling residential development to rationalise and improve the existing hospital site”. Site requirements are for the existing boundary wall to be integrated into the development, areas of SINC in the south of the site should be enhanced, the site developed as residential in order to enable a rationalisation and enhancement of the health facilities, a new connection towards Green Lanes provided at the south west corner, integrated into the cycle and pedestrian network, provision for a north-south route through the site, preserve and enhance the character of the conservation area, its significance, and its setting as per the statutory requirements, and provide new open space on the site which complements the nearby Chestnuts Park. Development guidelines include heights reduced to respect the amenity of neighbouring Warwick Gardens, and potential for being part of a decentralised energy network. Officers consider this proposal, like all those previous proposals mentioned above, to be wholly in accordance with the Site Allocation.</p> <p><u>Masterplan</u></p> <p>4. The application is a hybrid, with full planning permission applied for over part of the site, outline permission over the rest. The two follow a single coordinated Masterplan, and the outline portion includes a Design Code, which will for part of the approved documents if approved, and should help align and coordinate the outline sections of the site with the detailed design, form, and layout of the detailed portion of the site.</p> <p>5. The Masterplan is a coherent proposal that should successfully integrate the proposed development into its contrasting surroundings and improve connectivity. It demonstrates that the heights and built forms proposed would build up gradually from the prevailing two storey residential terraces to its west, interspersed as they are with three to five storey flatted blocks, and to the similar height but more campus-like retained hospital estate to the east. A phasing programme is included in the masterplan, indicating the works proceeding in an anticlockwise direction, from the</p>	

Stakeholder (LBH)	Comments	Response
	<p>detailed phase to the south-western corner, then to the south-east, finishing at the north-eastern corner. This is appropriate as it will limit disruption to existing residents and roughly time the later phases alongside later phases of the continuing hospital's works.</p> <p>6. The applicants have also demonstrated these proposals would be compatible with possible developments on the Arena Industrial Estate and its neighbours. The Arena Industrial Estate is another site allocated in the Site Allocations DPD and is located on the south side of the railway along the southern boundary of the site. The applicants have provided a simple but realistic example of how this site could be developed compatibly with St Ann's and have further demonstrated there would be no impact from the height of the proposals for this application on the development potential of Arena or vice versa.</p> <p>7. The most important aspect of the Masterplan is the extent to which it links the development into its surroundings. The pre-existing hospital site was characterised by being enclosed by a high wall, with limited access pints off St Ann's Road, its northern side, only. From the start, a key objective of both sites has been to make this walled boundary more permeable, whilst maintaining its integrity as a heritage asset making a significant contribution to the St Ann's Conservation Area.</p> <p>8. But the most crucial new connection at the south-west corner of the site, which will link the new neighbourhood on the former hospital with the corner of Stanhope and Warwick Gardens, is secured in the Masterplan, with the route of the link itself a detailed rather than outline component. This link is essential for not only promising to integrate the new residential community with the established residential community of "The Gardens", but providing a short, direct walkable and cyclable route from the proposed development to the shops, amenities, and public transport connections at Green Lanes. The connection is essential in also ensuring the whole new development will not act as a big cul-de-sac; the presence of clear, direct, through</p>	

Stakeholder (LBH)	Comments	Response
	<p>pedestrian routes, creating what is known as a good Space Syntax, being a proven factor in encouraging legibility, public safety of the public realm.</p> <p>9. The masterplan also safeguards connections from the development into the retained hospital site, which should align with the health authorities stated current preference that the St Ann’s site remain routinely open to the public, and not gated, including early opening of the route through towards the north-east corner of this application site. A second potential link location is noted to be safeguarded in this application’s masterplan, between blocks K and N1, which they note <i>could</i> follow depending on compatible completions on both properties. However, this may not be the only possible location for such a link (between K and J3, between J3 and J2 &/or south of J2 could all be possible and potentially preferable), and it will be important to secure by conditions that a link from this development into the southern end of the retained hospital site is secured as early as possible, even if it is initially a “meanwhile” or different link, due to the hospital site being incomplete or their plans having changed.</p> <p>10. Finally on connections, the site allocation envisaged this development helping to facilitate an improved connection to the south, over or more likely under the railway. The potential of this is supported by up to three bridges under the railway being shown on a number of historic maps and was raised as part of the Examination in Public on the Site Allocation for this and the Arena sites in the currently adopted Local Plan. The applicants have produced costings for building a new link from scratch, to demonstrate the unreasonable cost, but have not, as yet, investigated the existing ground around where historic maps show the former bridges.</p> <p>11. The applicants have also suggested that The transport and walking accessibility benefits of the new connection would be very limited, but officers consider a north-south link would be very useful, improving connectivity and permeability across what is presently a significant barrier with the only crossings a long distance to the east (Hermitage Road) and west (Green Lanes), as well as potentially contributing to longer term ambitions to create a “North South Green Link” connecting Woodberry Down, the Haringey Warehouse District, St Ann’s, Chesnut Park, West Green,</p>	

Stakeholder (LBH)	Comments	Response
	<p>Downhills Park, Lordship Rec and Tower Gardens. A potential location for such a bridge is nevertheless safeguarded in the masterplan that forms part of this application, although should the desirable or possible location of the bridge need to be amended, there should be no impediment to amending the landscaping, circulation routes and block locations.</p> <p><u>Design Code</u></p> <p>12. The Design Code will be an Approved Document, giving it greater weight in considering future Reserved Matters applications than the Design & Access Statement. As such it is crucial to ensuring that future phases will be built out to at least as good quality as the initial phases for which detailed planning permission is sought. In general, officers consider the Design Code (DC) is a really high-quality document that promises to be extremely powerful and useful in supporting and protecting high quality design and a coherent design across the development, tying the later phases, only applied for in outline and covered here in the DC, to the earlier phases applied for here in detail.</p> <p>13. The document is structured with Site Wide Codes, Landscape Codes and Architectural Codes. The general principles within the Site Wide codes are excellent. Placing some of the more detailed Conservation Area principles within the Site Wide codes, especially crucial views, gives them a welcome prominence, but could have been disadvantageously separated from the Architectural Codes by the Landscape Codes could have allowed them to be forgotten, but the applicants have improved cross referencing throughout the Code. Codes are described as either must or should be carried out. Unlike many other Codes, may is never used, which should give greater certainty. It could be argued that all Codes should be must, to give absolute certainty that the code will be followed exactly and strictly, giving absolutely no chance for their watering down, but it is reasonable to allow this much of flexibility in implementing the outline portion, and officers consider the most crucial elements are definitive.</p>	

Stakeholder (LBH)	Comments	Response
	<p>14. The Design Code is particularly strong on landscaping, both hard and soft, with a long and detailed section on Landscape and Public Realm coding. It is somewhat surprising to cover this before the detailed codes for buildings, but this reflects and helps to implement the overall intention for the development to be led by the green and natural landscape, and to be designed around the importance placed on preserving key existing trees and areas of landscaping within the site.</p> <p>15. A number of concerns raised by officers have been successfully resolved by amendments to the code. Where plots within the code (& outline section) face detailed plots (within the detailed section), the word reflect was frequently used, which could be an ambiguous term, but this has been replaced throughout the document with the clearer phrase “closely respond to”. A section on Residential Entrances has been added, specifying communal entrances must be on primary streets or spaces and tenure blind, and should be recessed, with clear, coherent integrated signage, lighting, intercoms, and post-boxes. The accompanying plan also shows house and individual ground floor flat and maisonette entrances, demonstrating there will be a front door opening onto all the major streets and spaces. Detailed codes on Refuse and Cycle Stores include that long lengths of ancillary frontages should be avoided, and more detail has been required design of required defensible space to ground floor windows to flats and houses.</p> <p><u>The Detailed Portion of the Application</u></p> <p><u>Development Pattern & Street Layout</u></p> <p>16. The centrepiece of the proposed development is an expansion on the existing parkland space at the centre of the existing hospital, where the greatest number of significant existing buildings to be retained are, into an enlarged “Peace Garden”. This will be delivered as part of the detailed design, form the heart of the development, connect directly across St Ann’s Road to the existing public park of Chestnuts Park opposite to the north, via the existing main hospital entrance, which be pedestrianised, and new pedestrian entrances. A broad, clear, primary Diagonal</p>	

Stakeholder (LBH)	Comments	Response
	<p>Path across the centre of the Peace Garden follows the main desire line of pedestrian routes across the site, receiving particular praise from the QRP for aiding clarity and legibility. This Peace Garden promises to be an exemplary, high quality, fully publicly accessible new park, providing amenity and recreation space for residents and neighbours, a setting for the more public-facing uses proposed for the landmark retained existing buildings and to demonstrate the centrality of nature conservation, retention of trees and provision of a biophilic neighbourhood in this proposal.</p> <p>17. As well as providing a pedestrian and biodiversity connection to Chesnut Park to the north, the masterplan introduces a north-south connection via a wider, tree-lined street, from the Peace Garden to the wooded embankment to the railway, designated a Site of Importance for Nature Conservation (SINC). The existing wooded fringe to the embankment will be expanded and have its biodiversity value increased through additional planting and better management, to provide a contrasting naturally wooded amenity space. These and further spaces around the site are also specifically opened up to allow particularly valuable trees to be preserved, whether because of their quality or the rarity of their species, and such spaces are designed to form an attractive and effective settings for such trees. A good example is the retained spotted thorn tree in the detailed part of the site. In this way the proposed development will compensate for the trees lost by creating better quality natural amenity spaces and better connections between them, allowing greater biodiversity.</p> <p>18. The masterplan and detailed design set up a coherent network of streets and squares around the central Peace Garden. The proposed primary street forms an effective ring around the development, distributing vehicular traffic and creating a legible framework for the development. It is at a consistent distance from the Peace Garden to allow a complete urban block of “mansion block” style flatted blocks enclosing a generous private courtyard between them and terraced “town houses” with generous private back gardens between the primary street and the east, north and west site boundary. A grid of secondary streets link the primary street and</p>	

Stakeholder (LBH)	Comments	Response
	<p>Peace Garden, and a series of smaller landscaped spaces punctuate some of the junctions between them, as well as providing an enhanced setting to retained buildings or particularly precious trees. On the south side, four evenly-spaced pavilion blocks mediate between the urban street grid and the natural landscaped wooded margin up to the railway (the SINC).</p> <p>19. The mansion blocks do not completely enclose their respective “city block”, as this could make the central private courtyard, and those flats that look onto it, dark, overshadowed, poorly ventilated and enclosed without a view out “into the world”. Instead, along the secondary streets and in some places onto spaces around special trees, gaps between mansion blocks are enclosed by railings containing gates. These will allow residents and potentially at times visitors to follow more informal routes through the landscaped courts, as well as allowing glimpsed views in and out and making maintenance and servicing more practical. The railings and gates sit within the well-developed language of landscaping features, incorporating reused interesting salvaged materials and features from the existing hospital, in one of the exemplary features of the proposed design.</p> <p><u>Form, Massing and Height</u></p> <p>20. The detailed proposals follow the masterplan, with height rising from three storey houses along the northern and western edge, with apartment blocks rising through five and six storeys along the eastern and southern sides of the primary street, facing the houses, to seven and nine storeys facing the Peace Gardens. The nine-storey block, Plot C, helps mark the Neighbourhood Square at the south-western corner of the Peace Garden, and has more of the character of a landmark block, marking the diagonal desire line route from the main entrance off St Ann’s Road to the south-western entrance off Stanhope & Warwick Gardens. Spaces between blocks generally, including this block, are commensurate with their heights, with more space around taller blocks, and the heights relate really well to the masterplan, context, and legibility of the site.</p>	

Stakeholder (LBH)	Comments	Response
	<p>21. All the mansion blocks, but particularly taller buildings, such as neighbouring Blocks C3 and D3 (7 & 9 storeys), which both face the park, are detailed appropriately to their height, with distinct base, middle and top, with the base and top covering two storeys in the taller block, which will give the mansion blocks a pleasing proportion and human scale. D3 is also designed to emphasise its slenderness and verticality, contrasting with the general horizontality of other more linear blocks, such as by opening up corner balconies and removing the topmost balconies' roofs. The QRP particularly noted the success of these design features in making the greater height of this block successful in appearance.</p> <p>22. The lower-rise terraces of townhouses to the development edges have a consistent three storey height. To the west, the townhouses will form a transition from the mansion blocks to the two and three storey terraced houses of the neighbouring Avenue Gardens area. To the north this will be compatible with the existing retained villa and gatehouse hospital buildings of one to three storeys, and the wall itself, along the northern boundary, where they will appear comparable to and compatible with the existing views of those existing buildings and into the hospital site from the north, with the taller mansion blocks rising gradually in steps through five and seven storeys. The QRP particularly noted this arrangement will allow the development to relate well to the retained wall and the conservation area.</p> <p>23. The generous number of retained buildings, more than in the original Broadway Malyan planning permission or as would be required by heritage designations, have convincing proposals for their adaptation and as the QRP notes, have the potential to significantly contribute to the character and distinctiveness of the development. Their settings are protected in public landscaped areas and relationships to new proposed housing carefully considered.</p> <p>24. Views of the development have been carefully considered from an early stage, with officers closely involved in agreeing appropriate viewpoints to assess the impact of the proposals on the surroundings, particularly on the St Ann's Conservation Area. Officers consider these views demonstrate the proposals will have a pleasing</p>	

Stakeholder (LBH)	Comments	Response
	<p>appearance in themselves and not have a detrimental impact on views of local landmarks or from sensitive local streets and spaces, including particularly views from within Chestnuts Park.</p> <p><u>Elevational Composition, Materials and Detailing</u></p> <p>25. The proposals' elevational composition includes gradation of mansion blocks into a clear and distinguished base, middle and top, and an orderly fenestration pattern of elegant windows and balconies, stacked to provide vertical or horizontal emphasis as is appropriate for their location and suited to their intended residential use. Communal entrances are well positioned on major streets or the park edge, clearly marked and generously proportioned. Additionally, ground floor flats on street frontage generally have their own front door, which generally animate flank or side returns of mansion blocks and sit within landscaped defensible space providing suitable privacy to ground floor residential windows, whilst they have corner recessed private external amenity spaces.</p> <p>26. Townhouses are composed with a more individual, domestic appearance. The long terraces to the western boundary are pleasingly repetitive, having a strong contemporary appearance and character somewhere between the Georgian terraces of Islington, that are plain and composed as a terrace, the nearby Edwardian terraces of The Gardens or The Ladder, busier, decorative and detailed more to express the individual house, and contemporary taste for more minimalist modern appearance suited to contemporary lifestyles. They have expressed entrance doors in short front gardens providing defensible space, housing refuse, cycle & ASHP stores.</p> <p>27. Flanks to the townhouses are simply detailed but animated with windows including, crucially, at ground level, to provide passive surveillance, and high brick walls to the sides of their long back gardens, which, along with a small 1st floor rear terrace, provide excellent private amenity and separation from existing neighbours. In the corresponding portion of the outline scheme to the eastern boundary of the development, to the retained hospital site, they have shorter, but sufficient, 7m back</p>	

Stakeholder (LBH)	Comments	Response
	<p>gardens, but this it to a different neighbour relationship, with proposed hospital car parking, with less of a privacy concern and more desire for passive surveillance from overlooking being available, although it will be important that they are provided with robust and attractive tall brick garden walls.</p> <p>28. Most sensitively, the houses to the north side, within the Conservation Area, against the high quality boundary wall and amongst the retained villas and gatehouses of the hospital buildings, respond more elaborately to elements of the historic context, with a gabled house form that allows them to turn the corner at the more significant ends of their shorter terraces, where entrances to the development off St Ann’s Road, through new openings in the hospital wall, are animated with an end-of-terrace “special” with its front door and many windows facing the entrance street. Gables, projecting bays and semi-dormer windows pick up on details found in the retained hospital buildings and reinterpret them with a contemporary twist, whilst still incorporating sound and appropriate materials and building details.</p> <p>29. Materials generally are dominated by a brick palette, with the range of brick colours and textures defined in the masterplan and design code, further detailed in the detailed portion for each individual building. This should provide variety with a coherence across the development, whilst reinforcing subtly different neighbourhood character to different parts of the development, but it will be important that high quality materials are confirmed by condition and that chosen materials are stuck to, or at least changed as little as possible, throughout the build-out of the phases of the development.</p> <p>30. The detailed portions detail buildings with darker bricks to define their bases, whether that’s one or two floors in the mansion blocks or taller buildings, or just the damp-proof course upstand to townhouses. In places, darker or lighter bricks are used to pick out special details, such as corners in the northern townhouses within the conservation area, or to spandrel panels below windows to the top floors of taller mansion blocks. Precast concrete (also known as artificial stone) is used in sparing particular places such as to balcony facias and soffits, banding between base, middle</p>	

Stakeholder (LBH)	Comments	Response
	<p>and top of mansion blocks, door surrounds to townhouses, and to mark new openings in the existing hospital boundary wall.</p> <p><u>Residential Quality</u></p> <p>31. Great care has been put by the applicants' architects into the design of the proposed new houses and flats, to ensure that they are spacious and suited to modern use patterns and the mix of sizes needed, whilst providing a frame and setting for exemplary quality streets, squares, parkland and gardens.</p> <p>32. As is to be routinely expected, all room and flat sizes meet or exceed statutory minima and are provided with plentiful private external amenity space. Day and sunlight levels, privacy from overlooking and being overlooked along with interesting outlook are all thought about carefully and achieve good results. It will be important, though, that the residential quality of the proposed flats, maisonettes, houses, streets, and spaces are protected in implementation, preferably by retaining the current architects and landscape architects.</p> <p><u>Conclusions</u></p> <p>From a design point of view, these proposals are an exemplary masterplan, that should help to integrate this new residential neighbourhood into the wider context of neighbouring residential neighbourhood, public park and continuing hospital, whether or not the much desired but understandably more difficult connection under the railway can be achieved. This is supported by a robust and superbly detailed design code for the outline portion, and high-quality designs for a variety of good homes and excellent public realm in the detailed portion. The QRP have given the proposals their fulsome support.</p> <p>The residential qualities of the flat and house layouts and the design quality and ambition of the proposed detailing should be exemplary, provided the current architects and landscape architects are retained, or the planning authority give approval of any change of architect, along with the option of retaining the current architects in at least an advisory role, that their designs are broadly followed through, and that a suitably</p>	

Stakeholder (LBH)	Comments	Response
	<p>qualified architect continues to be engaged as the project coordinator & design champion, responsible for preparing, overseeing or approving all drawings of external details required for planning conditions, through the whole of the construction phase for the development.</p>	
Conservation Officer	<p>This development proposal has been supported by extensive pre-application discussion that has encouraged a sound contextual analysis and heritage assessment as steppingstones to achieve a sound design response to the heritage within and around the development site. The proposed scheme has been discussed with officers throughout its evolution and has been accordingly developed in its heritage setting through an extensive, conservation-led design exploration that has led to the submitted design response to the Conservation Area and related heritage assets .</p> <p>The extent and complexity of this heritage-sensitive development site has required a transformative yet sensitive conservation-led design approach where the special character of the conservation area and of its heritage buildings will be retained and experienced as part of a contemporary, new urban context that will provide a good opportunity to optimise the fruition and enjoyment of the currently underused hospital site, will deliver new homes for a wide-range of users, will provide greater public space and permeability into the hospital site and will ultimately improve the quality of the area by creating a new, high quality neighbourhood that complements and positively responds to the surrounding area. The principle of redevelopment of the Hospital site is supported from the heritage conservation standpoint as an opportunity to enhance the setting of the Conservation Area, and an opportunity to deliver public benefits</p> <p>The proposed development is clearly and comprehensively illustrated, including its heritage sensitivities and related impacts throughout the submitted Heritage Statement, Townscape Analysis, TVIA and Design and Access Statement. Phase 1A as illustrated in the detailed application involves the southern stretch of the Conservation Area that</p>	<p>Comments have been taken into account.</p>

Stakeholder (LBH)	Comments	Response
	<p>comprises the locally listed heritage buildings that front St Ann’s Road, the boundary wall, and the Peace Garden, located at the very heart of the development site. The proposed scheme has been developed according to a sound heritage-led and even more significantly, landscape-led design approach. This approach is very coherent with the soft and leafy character of the conservation area in proximity of the development site. Built forms are designed to complement and accentuate the site’s heritage, forming a focus of new routes and spaces, proposed massing and scale respond to and draw inspiration from the proportions and character of the surrounding townscape, the visual relationships between heritage assets, green spaces and Conservation Area are preserved with sensitive massing and landscaping, the historic fabric and appearance of the retained buildings are retained and complemented by green spaces and high-quality design and materials for new buildings, key views across and out of the Conservation Area are carefully assessed and impact from new development is mitigated by design.</p> <p>The first phase of development sees the retention of the heritage buildings located along St Ann’s road and around the centre piece Peace Garden so to respectively retain the architectural connection with the rest of the Conservation Area to the north and to allow to experience the surviving heritage buildings within the site as focal points for new streets and spaces, thus creating a gradual transition between the historic character of the site and its new, taller buildings forming part of the following development phases. It is proposed to salvage existing built materials and re-use these as part of the redesigned landscape to ensure history can be read at a variety of scales. This proposed retention, re-use and integration of historic buildings and fabric in the new landscape is a very positive step toward retention and unveiling of the historic character still surviving onsite. The pivotal landscaped space of the Peace Gardens provides with its soft openness a balancing feature between the northernmost, heritage part of the hospital located in conservation area and the emerging taller development proposed to the immediate south of the conservation area boundary.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The scheme also includes a series of new openings through the northern brick boundary wall, whose linear geometry and enclosing nature are symbolically retained while creating pedestrian and cyclists' connections towards the conservation area and throughout the development site.</p> <p>The experience and fruition of the redeveloped hospital site is going to be finally enjoyed together with the quality of the historic environment of the conservation area and will encourage shared use of the neighbourhood's green spaces thus also enhancing the experience of the conservation area.</p> <p>The proposed scheme involves various development plots and various building typologies that respond to the character of the development site , bring definition to the spaces between the buildings, and help the legibility of streets and spaces, preserving character and supporting long-term communities.</p> <p>The proposed Plot A houses, designed as traditionally inspired brick terraces with distinctive gable ends fronting St Ann's Road, will be located to the west of Mayfield House and West gate lodge will frame a new vehicular and pedestrian entrance into the northwest end of the site, and have been convincingly designed to reflect the scale, massing, and layout of the conservation area. The proposed Plots C and D will be located further into the site, behind plot A and to the west of the retained Peace building and gardens, well beyond the conservation area boundary, and will gradually appear to the viewer with its taller and more contemporary apartment blocks in views out of the conservation area and into the development site. Both plots C and D form part of the evolving scenario of St Ann's hospital and their articulated plan form, facades and heights provide a reasonable response to the new layout, pedestrian and visual permeability of the development site revolving around the generous Peace Garden.</p> <p>From within the site in the northwest vehicular entrance will be defined by the new terraces thus reflecting the existing Site entrance at East Gate and West Gate Lodge. The proposed design of Plot A successfully responds to the character of the conservation area and features a context-led architectural language strongly rooted in the historic character of the site.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The Plot B houses will run from the Water Tower to the ambulance station along the Western boundary and sit outside the St Ann's Conservation Area. Like the Plot A houses, they are offset from the boundary wall to create private back gardens and the overall scale and height is sensitively configured to respond to the scale of the existing built environment and to retain the existing Water Tower as a legible feature.</p> <p>The outline application is robustly supported by parameter plans and design codes and includes plot O, which is in conservation area, to the east of the retained East Gate Lodge and the proposal is for one row of 3 storey terraced houses facing the St. Ann's Road historic wall to the north and a new entrance to the east. Consistently with the design of Plot A the proposal outlines a gable elevation to the end terrace facing the Site entrance to provide an active frontage. Plot O also includes a 2 storey, pitched roof building to be erected to the east of the retained Mulberry House. The proposed building scale and roof shape is designed to maintain the visibility of St Ann's Church spire, identified as a landmark within the conservation area.</p> <p>The proposed transition from the scale and height of the conservation area to the new built environment of the development site is convincingly expressed through the proposed sequence, from St Ann's Road towards the south, of three storey terraces backed by taller apartment blocks that can be seen in the background of views across and out of the conservation area.</p> <p>The visual permeability promoted by the proposed scheme, with the tallest buildings located away from the conservation area boundary and a gradual stepping up in height, creates an interesting and varied roofscape and visually connects the conservation area, well legible in the foreground of views, to the new quarter, clearly legible in the background as a totally new urban environment.</p> <p>Both the Heritage Statement and the Built Heritage Assessment forming part of the Environmental Statement are very detailed and clear, these stem from the extensive pre-</p>	

Stakeholder (LBH)	Comments	Response
	<p>application discussion on heritage sensitivities and heritage impact and from pre-planning design workshops aimed at mitigating heritage impact through sensitive, context-led design solutions. The assessment of impact of proposed works and resulting development on the special interest of the identified heritage assets and on their views appears correct and it is not considered that the proposed development will have significant effects on the heritage assets.</p> <p>However, the progressively greater scale and height of the new development will have a minor adverse impact on the setting of the conservation area and this will lead to a low level of less than substantial harm to the significance of the conservation area. This is due to the loss of the established and enclosed, leafy and little developed character of the southern section of the Conservation area along and behind the boundary wall, this character will change with the new development which will provide an unprecedented, interesting yet distractingly taller and denser built background to the retained heritage buildings in southwards views across and out of the conservation area. But it is also important to consider that the proposed scheme seems to successfully deliver several enhancements to St Ann's Conservation Area by removing low quality 20th century development, by retaining positive historic buildings, materials and green spaces and making heritage buildings focal points within the new development. It is also a scheme that enhances the landscape quality and preserves both the special interest and key views of listed buildings and enhances the non-designated asset on site.</p> <p>The submitted application and related assessments show that the proposed development has been thoroughly and sensitively designed to address its heritage setting, to mitigate the impact caused by the increased scale, density, and height on the doorstep of the conservation area and its distinctive scale and townscape. The new development will deliver a new residential quarter of high-quality buildings and public spaces with massing, scale, design complementary to and respectful of their heritage setting and the proposed scheme is fully supported from the conservation standpoint.</p>	

Stakeholder (LBH)	Comments	Response
Housing Officer	<p>Affordable Housing Provision, dwelling and tenure mix</p> <p>The hybrid application outlines that new homes will be built in all phases – 1A, 1B, 2 and 3.</p> <p>The detailed planning permission in HGY/2022/1833 is for phase 1A only.</p> <p>Phase 1A Phase 1A will see 239 units provided in plots A-D consisting of:</p> <ul style="list-style-type: none"> • 38 London Affordable Rent (LAR) - Older Adult homes • 22 London Living Rent (LLR) homes • 34 Shared Ownerships homes • 145 Private Sale homes <p>Units such as the Older Adults homes are much needed as outlined in the Strategic review of Supported Housing (2017) and cited within Haringey’s guidance <i>Appendix C – Affordable and Specialist/Supported Housing Guidance</i>. This is welcomed.</p> <p>Additionally, the 22 LLR homes (intermediate) planned will be designated for keyworkers as defined and allocated by Barnet, Enfield and Haringey Mental Health Trust (BEHMHT). As noted in Haringey’s <i>Intermediate housing policy statement 2018</i>, whilst the Council does not prioritise key workers for intermediate housing, employer led housing developments are strongly encouraged in the borough and the Council welcomes initiatives from employers bringing forward land or other assets to develop housing for their employees. The rents should be set at a third of local incomes.</p> <p>The 34 Shared Ownership homes too are an intermediate product and make up part of the affordable housing provision. The application references <i>Haringey’s Intermediate</i></p>	<p>Comments have been taken into account. Affordable housing would be secured through planning obligation.</p>

Stakeholder (LBH)	Comments	Response
	<p data-bbox="465 272 1641 344"><i>housing policy statement 2018</i>, specifically the criteria for eligibility and parameters around marketing.</p> <p data-bbox="465 384 1709 456">The subsequent phases (1B, 2 and 3) will deliver many of the affordable homes and the breakdown for the whole site by tenure is as follows:</p> <ul data-bbox="611 496 1256 727" style="list-style-type: none"> • 275 London Affordable Rent • 38 London Affordable Rent – Older Adults • 93 London Living Rent • 117 Shared Ownerships • 56 Community Land Trust • 392 Private Sale homes <p data-bbox="465 767 1742 911">Overall, the site will see 154 units provided and then managed by Haringey council (inclusive of the 38 Older Adult homes), this low cost rented housing for general needs will be set at Council rents and this is compliant with Haringey’s Appendix C – Affordable and Specialist/Supported Housing Guidance.</p> <p data-bbox="465 951 1738 1134">The remainder will then be managed by Catalyst/Peabody and rented as London Affordable Rents. For low cost rented housing for general needs, the Council’s preference is for Social Rent, however it recognises that the general needs homes delivered by most Registered Providers on schemes funded by the Mayor of London are likely to be at London Affordable Rent. This is policy compliant.</p> <p data-bbox="465 1174 1722 1390">On the dwelling mix, the recommended dwelling mix for the affordable housing is 10% x1beds, 45% x 2beds, 45% x3 beds (10% x4beds or more). Whilst almost 30% of LAR units (excluding older adults LAR) are family sized units, it is noticeable that 1 bed’s account for circa 28% of the LAR units. Family-sized Social Rent/Affordable Rent homes for those in the most housing need are the most pressing priority for the council and as such we would welcome this being looked at some more.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The development consists of 40% For Private Sale and 60% for Affordable Housing. This exceeds Haringey's minimum requirement of 40% of all new homes on new developments being affordable homes.</p> <p>No breakdown by habitable room was originally provided, however these have subsequently been received. The Affordable Housing (excluding CLT) provides general needs rent at 62% by habitable room, LLR at 15.6% by habitable room and then shared ownership at 22.4% by habitable room. This is compliant with Haringey's policy of a 60:40 split in favour of general needs accommodation for rent.</p> <p>Additionally, the 56 Community Land Trust homes which are classed as affordable and will likely be at LLR rents. The Affordable Housing Strategy - Community Land Trust document has now been received.</p> <p>97 units (10%) across the site will be wheelchair accessible and adaptable M4 (3) specification and the remaining 90% will be wheelchair adaptable M4 (2) specification. The wheelchair accessible and adaptable units are across all tenures on the site.</p> <p>The council's approach to Shared Ownership is set out in Haringey's Housing Strategy 2017-22 and Intermediate Housing Policy Statement 2018 and referred at the end of this document. Catalyst Housing's Shared Ownership Strategy has now been received. Whilst the cascade approach is to be maintained, it is proposed to change the income brackets within the bands over concerns around viability. Whilst this is noted, this does represent a diversion from Haringey's policy. This will require further consideration.</p> <p>Although we have now received the Shared Ownership Strategy, we would like to draw the applicants' attention to the following requirements relating to the pricing, allocation, letting, and marketing of the intermediate homes.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Pricing</p> <p>The Council expects providers to ensure that all new affordable homes are genuinely affordable for Haringey residents.</p> <p>The Council expects that Shared Ownership housing is priced so that net housing costs, including mortgage costs, rents, and service charges, should not exceed 40% of a household's net income.</p> <p>As such, developers should be aware that Shared Ownership homes should be priced so that households with a maximum income of £40,000 for one- and two-bed properties, and £60,000 for larger properties will not spend more than 40% of their net income on mortgage costs, rents, and service charges.</p> <p>To be clear, that 40% threshold relates to pricing and not to allocation and letting.</p> <p>London Living Rent is required to be set at one third of average local household incomes.</p> <p>Allocation and letting of London Living Rent and Shared Ownership homes</p> <p>The Council's Intermediate Housing Policy requires that homes for Shared Ownership and London Living Rent (LLR) are targeted at households with a maximum income of £40,000 for one- and two-bed properties, and £60,000 for larger properties.</p> <p>Applicants for Shared Ownership must be first-time buyers unless they are purchasing to move into a larger home to meet their household needs.</p> <p>LLR homes must be limited to applicants with a gross household income of less than £60,000. However, they must be targeted at households with a maximum income of £40,000 for one- and two-bed properties.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The Council is clear that local residents should benefit from new affordable housing and requires the use of priorities and marketing bands set out in the attached policy and summarised below. Developers are asked to note that robust mechanisms will be put in place to monitor and enforce these.</p> <p>Priorities are set to allocate properties when a number of individuals who meet the eligibility criteria have expressed an interest, and are as follows:</p> <p>Priority One:</p> <ul style="list-style-type: none"> • Haringey social housing tenants, including Housing Association tenants where Haringey has nominations rights to that property • Households on the housing register • Households who are required to move because of estate renewal, • Children of Haringey social housing tenants who are currently living with their parents <p>Priority Two</p> <ul style="list-style-type: none"> • Members of the armed forces • Applicants who live or work in the borough <p>Priority Three</p> <ul style="list-style-type: none"> • Any other applicants living or working in another London borough. <p>Where several applicants are in the same priority band, precedence will be given to households on the lowest income who meet the affordability criteria, and then to the applicant who first expressed an interest in the property.</p> <p>Marketing intermediate housing</p>	

Stakeholder (LBH)	Comments	Response
	<p>The Council sets clear guidelines for the marketing of intermediate products in order to ensure that these priorities are achieved.</p> <p>The attached Intermediate Housing Policy requires that intermediate housing is marketed in a phased way, with those living or working in Haringey with a maximum annual income of £40,000 for 1 and 2 bed properties and £60,000 for larger properties being prioritised until three months after completion.</p>	
Transportation Officer	<p><u>Trip Generation</u> The applicant has provided an assessment of future residential and non-residential trip generation, in support of the application.</p> <p>The residential trip generation indicates that nearly half of all journeys are anticipated to be made by active methods, with the highest share of journeys made on foot, while a further 36% are to be made by sustainable modes.</p> <p>Following pre-application discussion with LBH, a comparison between residential trip generation methodologies has been presented. The results show a higher proportion of active travel trips with the subsequently agreed methodology, with a lower number of vehicular trips, which supports the strategies within the proposed development. This strategy will be supported by a Travel Plan.</p> <p>Residential servicing trips are estimated at 301 across the whole day, with 18 in the AM peak. Trips during the busiest AM and PM hours, as requested by LBH, indicate up to 52 trips in the AM and 38 in the PM.</p> <p>For non-residential trip generation, as the site is to include no provision for on-site non-residential car parking, the vast majority of trips are to be made by active modes, with a total of 4394 trips across the day.</p>	<p>Comments have been taken into account. The recommended conditions and planning obligations will be secured, as appropriate.</p>

Stakeholder (LBH)	Comments	Response
	<p>Non-residential servicing trip generation is estimated at up to 63 trips by 32 vehicles.</p> <p>Total trip generation is estimated at a total of 6917 trips, with 3040 of those by foot, 353 by delivery or servicing vehicle and 569 by car.</p> <p>It is concluded that these are at acceptable levels for a development of this size.</p> <p><u>Road Junctions</u> As part of the Transport Assessment, the current performance of several junctions adjacent to the site have been assessed:</p> <ul style="list-style-type: none"> - St Ann's Road / La Rose Lane (Black Boy Lane) <ul style="list-style-type: none"> o Operating at acceptable levels, although some queues are higher than acceptable level of variation. - St Ann's Road / Hermitage Road <ul style="list-style-type: none"> o Hermitage Road approaching theoretical capacity, with higher queue rate during PM peak; other arms operating at acceptable levels. - St Ann's Road / Cornwall Road <ul style="list-style-type: none"> o Cornwall Road operating slightly above acceptable RFC during AM peak; other arms operating at acceptable levels. <p>Further to this, the future performance of these junctions has been assessed, to include the impact of the proposed development, in conjunction with the 2030 base estimates:</p> <ul style="list-style-type: none"> - St Ann's Road / La Rose Lane (Black Boy Lane) 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> ○ St Ann's (East) would operate at over the 0.85 RFC threshold; otherwise, little to no change between 2030 base and + development for either AM or PM peak. - St Ann's Road / Hermitage Road <ul style="list-style-type: none"> ○ St Ann's (West) would operate at 0.85 RFC, with no increase with the proposed development; queues would see a marginal increase, but not significant. - St Ann's Road / Cornwall Road <ul style="list-style-type: none"> ○ Cornwall Road would operate at 0.97 RFC under 2030 base estimates, with a minor increase with the proposed development. <p>However, there are instances where junctions (Hermitage Road and Cornwall Road) are currently operating with queues or nearing capacity. It is to be noted that since the submission of this planning application with the supporting information, there has been changes to the highways network with the introduction of the St Ann's Low Traffic Neighbourhood, which has removed all the north south movements via La Rose Lane (Black Boy Lane), Cornwall Road and The Avenue. Hence, the congestion noted above is unlikely to occur on La Rose Lane (Black Boy Lane) and Cornwall Road. Although it is very early in the trial of the proposed St Ann's LTN, early indication is that some traffic has been re-distributed to access the A503 via Hermitage Road, Vale Road and Eade Road. When considering the total vehicular traffic that will be generated by the development proposal, and the reduction in the number of access routes, it is likely that the forecasted vehicular distribution of traffic on Hermitage Road needs to be rebalanced. However, considering this area will be subjected to a future LTN proposal we will be seeking a contribution from the applicant to progress the design and consultation of this proposal to deal with any likely increase in vehicular traffic.</p>	

Stakeholder (LBH)	Comments	Response
	<p>It is considered that the potential traffic impacts from the proposed development on existing junctions would not be significant or at unacceptable levels to recommend refusal of the development proposal subject to conditions and S.106 mitigations covered later in this report.</p> <p><u>Trip Generation accident reduction Vision Zero</u> Paragraph 3.11.4 of the applicant submitted Transport Assessment shows that there are several collision hotspots on the local highways network including: Green Lanes/ Williamson Road to junction with Green Lanes St Ann's Road St Ann's Road junction with Hermitage Road Seven Sisters Road junction with Elizabeth Road/ Culvert Road Seven Sisters Road Junction with Elizabeth Road A10 Seven Sisters Road, We have considered that given the high number of pedestrian trips generated by the development proposal and the importance of walking as the main mode to access local transport interchanges we will require a contribution to the Council's accident reduction strategy for the sections of highways that is most critical to the development proposal, which is the Green Lanes corridor, and the St Ann's Road corridor as recommended by the Vision Zero Analysis submitted by the applicant. We will therefore be seeking a financial contribution towards this scheme which must be secured by the S.106 agreement.</p> <p><u>Public Transport Capacities</u> Assessment of impacts on existing public transport services from the proposed development have been presented by the applicant in support of the application.</p> <p>For the 2 x bus routes directly serving the site – routes 341 and 67 – it is calculated that there will be an increase of 17 x northbound trips / 8 x eastbound trips and 4 x northbound trips / 5 x southbound trips respectively during the AM peak, while it is calculated that there will be an increase of 13 x northbound trips / 6 x eastbound trips and 3 x northbound trips /</p>	

Stakeholder (LBH)	Comments	Response
	<p>4 x southbound trips respectively during the PM peak. It is concluded that the estimated additional trips would not result in significant impact on these services.</p> <p>For the Underground services serving the site – the Victoria line, from Seven Sisters station – it is calculated that line loading will increase by 148 x trips for southbound services / 5 x trips for northbound services in the AM peak. In both instances, capacity will remain at current occupancy levels of 72% and 12% respectively. It is calculated that line loading will increase by 4 x trips for southbound services / 113 x trips for northbound services in the PM peak. In both instances, capacity will remain at current occupancy levels of 59% and 15% respectively.</p> <p>Estimated additional trips have also been included for Piccadilly line services, from both Manor House and Turnpike Lane. It is calculated that line loading – from Manor House – will increase by 23 x trips for southbound services / 5 x trips for northbound services in the AM peak. In both instances, capacity will remain at current occupancy levels of 98% and 16% respectively. It is calculated that line loading – from Manor House – will not see any additional trips for southbound services / increase by 4 x trips for northbound services in the PM peak. In both instances, capacity will remain at current occupancy levels of 28% and 63% respectively.</p> <p>It is calculated that line loading – from Turnpike Lane – will not see any additional trips for southbound services / increase by 7 x trips for northbound services in the AM peak. In both instances, capacity will remain at current occupancy levels of 82% and 14% respectively. It is calculated that line loading – from Turnpike Lane – will not see any additional trips for southbound services / increase by 5 x trips for northbound services in the PM peak. In both instances, capacity will remain at current occupancy levels of 72% and 47% respectively. It is concluded that the additional trips would not result in significant impact on these services.</p> <p>For the Overground services serving the site – from Seven Sisters – it is calculated that line loading will increase by 24 x trips for southbound services / no additional trips for</p>	

Stakeholder (LBH)	Comments	Response
	<p>northbound services in the AM peak. While capacity will remain at the current occupancy level of 33% for northbound services, it will increase from 54% to 55% for southbound services. It is calculated that line loading will increase by 19 x trips for southbound services / not see any additional trips for northbound services in the PM peak. While capacity will remain at the current occupancy level of 33% for northbound services, it will increase from 37% to 38% for southbound services. It is concluded that the additional trips would not result in significant impact on these services.</p> <p>Estimated additional trips have also been calculated for Overground services serving the site – from Haringay Green Lanes, which will become more accessible following the creation of the link in the south-west corner of the site. It is calculated that line loading will increase by 4 x trips for westbound services / 12 trips x eastbound services in the AM peak. While capacity will remain at the current occupancy level of 34% for westbound services, it will increase from 13% to 14% for eastbound services. It is calculated that line loading will increase by 3 x trips for westbound services / 9 x trips for eastbound services in the PM peak. While capacity will remain at the current occupancy level of 10% for westbound services, it will increase from 12% to 13% for eastbound services. It is concluded that the additional trips would not result in significant impact on these services.</p> <p>For National Rail services serving the site – from Haringey station – it is calculated that line loading will not see any additional trips for southbound services / increase by 9 x trips for northbound services in the AM peak. While capacity will remain at the current occupancy level of 182% for southbound services – with no additional trips forecast from the proposed development – it will increase from 55% to 56% for northbound services. It is calculated that line loading will not see any additional trips for southbound services / increase by 7 x trips for northbound services in the PM peak. In both instances, capacity will remain at current occupancy levels of 76% and 112% respectively. It is concluded that the estimated additional trips are minimal and would not result in significant impact on these services, despite both AM peak southbound and PM peak northbound services currently running over capacity.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Car Parking</u> The main proposed details from the application are:</p> <ul style="list-style-type: none"> - 'Car-lite' development – residents will not be able to apply for permit within CPZ (current or future). - 167 x total car parking spaces. - 3% disabled parking provided up front. Additional 2% provision, based on future demand (not 7% additional, as per London Plan). - No provision for on-site non-residential parking. - EVCP included – 20% active of total provision, 80% of remaining provision. <p>The total of 167 x car parking spaces equates to a ratio of 0.17 spaces per dwelling. This is in accordance with London Plan Policy T6.1 (maximum residential parking standards). It was noted – by LBH – in pre-application discussion that this provision was considered low in serving the full range of future residents of the development considering 0.1 of the car parking spaces need to be allocated to wheelchair accessible units.</p> <p>Of the 167 x spaces, they are proposed to be apportioned equally between the affordable and private housing, with no proposal to sell the freehold to any space. Rather, the spaces will be allocated a permit /right to park across the site. Allocation of (affordable) parking is proposed to be prioritised according to dwelling size and work circumstances and on a first come, accessible spaces will be provided as priority. However, the allocation for the private housing is proposed to be on a first come first served basis, with no priority given to larger dwellings or Blue Badge holders. This proposal would go against, amongst other things, LBH DM Policy 32 and the requirement to provide parking for family sized units and Blue Badge holders. This was highlighted by LBH during pre-application discussion.</p> <p>Provision for accessible bays is proposed to be 3% of total parking spaces, with an additional 2% proposed based on future demand. This is lower than the London Plan</p>	

Stakeholder (LBH)	Comments	Response
	<p>recommended 7%. The London Plan states that “as a minimum as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage”. We will therefore require a condition to secure 10% car parking provision for wheelchair accessible units.</p> <p>The provision for car parking is proposed to be on-street within the development site, rather than located within any buildings. A minimum width of 2m is allowed for, with lengths of 6m (6.6m for accessible bays). Parking bays are delineated through the use of a different material to that of the internal road network and are all proposed to be constructed from permeable material. Accessible bays are planned to be located within 50m of their respective residential block.</p> <p>The applicant carried out a Parking Stress Survey in support of the application, looking at both residential and non-residential stress. The results of this indicated an average residential stress, within 200m of the site of, 70-71%, decreasing to 61-68% up to 500m of the site, with up to 146 x spaces available within 200m. The non-residential stress was recorded at a high of 17%, within 500m of the site. In any case, future residents will not be able to apply for permits to park within local CPZs (current or future) as part of arrangements discussed during pre-application and to be secured as part of the S.106 legal agreement.</p> <p>To further mitigate against car usage, the applicant has proposed the inclusion of 5 x car-club parking spaces (from the private allocation) within the site. This should be secured by S.106 legal agreement.</p> <p>The applicant has provided a Car Parking Management Plan in support of the application. This includes the above details, in addition to management measures and enforcement. If granted permission, a full Car Parking Management Plan will be required – secured by condition and monitored as part of the Travel Plan.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The Car Parking Management Plan must ensure that car parking space for the private and housing association units are allocated in the following priority:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 10% of all units in line with the London Plan. 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>Any changes to the above priority must be agreed in writing with the planning authority.</p> <p><u>Cycle Parking</u></p> <p>The main proposed details from the application are:</p> <ul style="list-style-type: none"> - Long and short-stay cycle parking to be provided, in accordance with London Plan (2021) minimum requirements and London Cycle Design Standards, for both the residential and non-residential elements of the development. - Pre-application discussion with TfL regarding aisle widths of 2.5m. - Further discussion concluded with an agreement of 1m between Sheffield stands. - The requisite quantum of cycle parking – as per London Plan minimum standards – to be contained within each respective block; individual homes will contain the required quantum of parking within the curtilage of each dwelling. <p>The applicant has proposed to provide 375 long-stay and 13 short-stay cycle parking spaces for the residential elements of Phase 1A, which are proposed to be split between their respective blocks.</p>	

Stakeholder (LBH)	Comments				Response
	Area	Schedule of accommodation	Cycle Parking – required	Cycle Parking – proposed	
	Block A – dwellings	3B5P – x 8	Long-Stay: <ul style="list-style-type: none"> - 2 x long-stay spaces per dwelling Short-Stay: <ul style="list-style-type: none"> - 2 x short-stay spaces 	2 x long-stay spaces per dwelling	
	Block B – dwellings	4B6P – x 18	Long-Stay: <ul style="list-style-type: none"> - 2 x long-stay spaces per dwelling Short-Stay: <ul style="list-style-type: none"> - 2 x short-stay spaces 	2 x long-stay spaces per dwelling	
	Block C – apartments	1B2P – x 62 >1B2P – x 44	Long-Stay: <ul style="list-style-type: none"> - 1.5 x long-stay spaces = 93 - 2 x long-stay spaces = 88 - Total = 181 Short-Stay: <ul style="list-style-type: none"> - 3 x short-stay spaces 	Long-Stay: <ul style="list-style-type: none"> - 182 x spaces Short-Stay: <ul style="list-style-type: none"> - 6 x spaces 	
	Block D – apartments	1B2P – x 42 >1B2P – x 65	Long-Stay:	Long-Stay: <ul style="list-style-type: none"> - 193 x spaces 	

Stakeholder (LBH)	Comments				Response
			<ul style="list-style-type: none"> - 1.5 x long-stay spaces = 63 - 2 x long-stay spaces = 130 - Total = 193 <p>Short-Stay:</p> <ul style="list-style-type: none"> - 3 x short stay-spaces 	<p>Short-Stay:</p> <ul style="list-style-type: none"> - 7 x spaces 	<p>The short-stay quantum has been calculated, per development block. However, it appears that it is proposed to be apportioned across the total quantum of residential units, located within close to the respective blocks within the public realm.</p> <p>Consequently, the proposed quantum of residential cycle parking is acceptable.</p> <p>However, it is not clear if questions from LBH during pre-application discussion – namely, around the provision of stands for the allocation of larger-cycle parking and if the ‘agreed’ aisle widths are acceptable or were agreed – have been addressed. For instance, the proposed two-tier cycle storage should have an aisle width of 2.5m beyond the lowered frame, not only from the upper rack itself. The apparent ‘agreement’ regarding this point is unclear. Therefore, provision of cycle parking should be secured by condition.</p> <p>The applicant has proposed to provide a quantum of long and short-stay cycle parking for the non-residential use classes, with the provision of short-stay cycle parking spread across the extent of the public realm, in close proximity to their respective building / location. However, the plans submitted do not indicate the exact nature of the storage infrastructure. This will need to be secured by condition, in accordance with London Plan Policy T5 and</p>

Stakeholder (LBH)	Comments	Response
	<p>London Cycle Design Standards and, where practicable, in accordance with prior agreed details with LBH for other cycle parking provision.</p> <p><u>Road Infrastructure</u> The main proposed details from the application are:</p> <ul style="list-style-type: none"> - The creation of 2 x new road accesses, from St. Ann's Road (B152). - The existing 1 x road access will be closed to road traffic. - The formation of new roads throughout the site, with the primary roads all to be two-lane, two-way routes, serving the 2 x new site accesses. - A number of secondary, one-way roads and links will provide access for parking, servicing and emergency vehicle access. <p>Vehicle swept paths have been provided, which indicate two-way traffic flow upon entry/exit to the site, including a refuse vehicle, demonstrating that there is sufficient width at the proposed entry / exit points. The proposed locations of the 2 x new road accesses would create priority 3-arm junctions with St Ann's Road.</p> <p>The two-way primary roads are proposed to be a minimum of 5.5m width, which is sufficient to provide two-way access for rigid vehicles, in addition to access for larger vehicles such as refuse vehicles and fire engines. All other one-way roads are proposed to be a minimum of 3.9m width, which is sufficient for access for one-way traffic, in addition to access for emergency services. The secondary roads provide useful connectivity throughout the site, with traffic flow limited to one-way only.</p> <p>Traffic modelling for the 2 x proposed new entrances indicates that there would be low RFC levels and virtually no queues expected in either the AM or PM peak.</p> <p>Road Safety Audits have not yet been carried out by the applicant. These will be required and secured by planning obligation. Subject to their acceptability, the creation of the 2 x</p>	

Stakeholder (LBH)	Comments	Response
	<p>new road accesses will require amendments to the existing highways network, with work to be secured by S278 agreement.</p> <p><u>Pedestrian and Cycle Infrastructure</u> The main proposed details from the application are:</p> <ul style="list-style-type: none"> - Utilising the 1 x existing access to the site as pedestrian only / non-vehicle. - The formation of pedestrian links throughout the site, including through the centrally located garden space (which is to be extended). - The creation of a new access in the south-west corner of the site, joining with Warwick Gardens / Stanhope Gardens. - The proposal to create new links with the adjacent St Ann's Hospital site. <p>The proposed south-west corner link is critical in providing an accessible link in that direction and improving the public transport accessibility for residents and users of the site (with agreement that it will allow the PTAL for part of the site to increase to 4). Works and amendments to the land outside of the site boundary will need to be secured by S.106 or other appropriate legal agreement.</p> <p>The applicant has referred to the creation of additional pedestrian / cycle links to the St Ann's Hospital site. It is considered that provision of these links is critical in providing accessible links to the east of the site. To ensure delivery of these proposed links, this should be secured by planning condition.</p> <p>All footways are proposed to be of a minimum width of 2m, which is acceptable. The site includes a number of crossing points and raised tables, delineated from other hard landscaped surfaces. Further, there are a number of segregated cycle routes across the site, including at the proposed south-west corner link.</p> <p><u>Future Highways Infrastructure Proposals</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>There are a number of highways proposals and potential works close to the development site, some of which have been discussed with the applicant during pre-application discussions.</p> <p>The recently adopted Walking and Cycling Action Plan includes a proposal to create a protected cycle track along St Ann's Road, connecting Green Lanes (A105) and Seven Sisters (A503), which would serve the development site.</p> <p>In addition to the recently implemented St Ann's LTN, within close proximity to the development site is the Manor House LTN. We have considered that, with the changes to the highways network resulting from the introduction of the St Ann's LTN, that the traffic distribution for this link will be higher than that forecasted in the Transport Assessment supporting this application and will be seeking a contribution as part of the Manor House LTN consultation and design to restrict traffic on this link.</p> <p>The applicant has carried out an Active Travel Zone assessment, which has highlighted a number of potential improvements, including (but not limited to):</p> <ul style="list-style-type: none"> - Improvements to crossing facilities (at St Ann's Road / La Rose Lane). - Improvements to pedestrian footways (St Ann's Road, toward Grove Road and Chestnuts Park). - Improvements to street lighting and guard rails (St Ann's Road / La Rose Lane). <p>These proposals should be considered in light of the proposed development and its potential impact and requirements. Therefore, appropriate contributions toward studies and mitigation should be sought through planning obligations.</p> <p><u>Servicing</u> A Delivery and Servicing Plan has been submitted in support of the application. If granted permission, submission of a full Delivery and Servicing Plan will be required – secured by condition.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Refuse collections will be made by both council (residential) and private (non-residential) contractors. For the residential elements, several bin stores are proposed throughout the site. All but 3 are to be located along primary routes, with those 3 in acceptable locations.</p> <p>5 x loading bays are included to support the non-residential elements of the proposed development, accommodating a range of larger vehicle sizes.</p> <p>Ambulance bays have been included within the parking plan, which is welcomed.</p> <p><u>Travel Plan</u> A Framework Residential Travel Plan has been submitted in support of the application. If granted permission, submission of a full Travel Plan will be required – secured by c S.106 legal agreement, including the requirement for monitoring for a period of no less than 5 years.</p> <p>An equivalent Travel Plan for the proposed Non-Residential / Commercial elements has not been submitted. However, considering the cumulative quantum of non-residential floor space of some 3,905sqm, we will require the applicant to submit a framework travel plan for the commercial aspect of the development proposal which is to be monitored for a period of not less than 5 years.</p> <p><u>Construction Logistics and Management Plan</u> Outline details of a Construction Logistics Plan have been provided in support of the application. The applicant has included an indicative programme of works, with the anticipated vehicle trips associated to each separate phase, along with routeing for construction vehicles. If granted permission, submission of a full CLP will be required – secured by condition and monitored byway of a S.106 obligation – with an updated and more accurate programme of works, including anticipated vehicle trips associated to each phase of work.</p>	

Stakeholder (LBH)	Comments	Response
	<p>On considering the above application, the Transportation Planning and Highways Authority would not object to this application subject to the following S.106 obligations and conditions:</p> <p>1. Car-Free Agreement The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) (current and future) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>2. Residential Travel Plan Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident.</p> <p>c) Provision of a car club with a minimum of 5 car club spaces and £50 in driving credit for each unit for a period of 2 years.</p>	

Stakeholder (LBH)	Comments	Response
	<p>d) The applicant is required to pay a sum of, £2,000 (two thousand pounds) per year per travel plan for 5 years to monitor the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements by sustainable modes of transport.</p> <p>3. Commercial Travel Plans Within six (6) months of first occupation of the proposed new commercial element of the development a Travel Plan for the approved commercial uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising staff and visitors of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of transport.</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new employee.</p> <p>c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year per for a period of 5 years to monitoring the travel plan initiatives.</p> <p>Reason: To enable commercial occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>4. Traffic Management Measures The applicant/ Developer will be required to contribute, by way of a Section 106 agreement, a sum of £80,000 (eighty thousand pounds) towards the feasibility, design and consultation</p>	

Stakeholder (LBH)	Comments	Response
	<p>relating to the implementation of traffic management measures in the area surrounding the site.</p> <p>Reason: To mitigate the impacts of the parking demand generated by the development proposal and to facilitate travel by sustainable modes to and from the site.</p> <p>5. Legible London Contribution To pay, by way of a Section 106 agreement, a sum of £110,000 (one hundred and ten thousand pounds) contribution towards Legible London Signage.</p> <p>Reason: To connect the St Ann's development to the closest rail stations (Seven Sisters and Harringay Green Lanes). TfL considers that at least 15 signs are needed to encourage travel by sustainable modes of transport to and from the proposed development.</p> <p>6. St Ann's Cycle Lane Feasibility Contribution The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £150,000 (one hundred and fifty thousand pounds) towards feasibility and design of the proposed St Ann's protected cycle track.</p> <p>Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>7. Manor House LTN Feasibility Contribution The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £160,000 (one hundred and sixty thousand pounds) towards the feasibility, design and consultation relating to the implementation of the proposed Manor House LTN which is within close proximity of the site. Reason: To mitigate the impacts of the additional traffic generated by the development proposal.</p> <p>8. Section 278 (Highway Works) Agreement</p>	

Stakeholder (LBH)	Comments	Response
	<p>Before works commence on site to implement the development, the developer shall provide detailed designs and a Stage 1 and Stage 2 Road Safety audit for the works below to enable the developer to enter into the required S.278 agreement and must enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising, but not limited to:</p> <ul style="list-style-type: none"> a) The creation of 2 x new vehicle accesses to the site from St Ann's Road. b) The reinstatement of the pedestrian footway outside the existing vehicle access. c) The creation of 2 x new pedestrian crossings on St Ann's Road (1 x signalised, 1 x Zebra). d) All associated lining and signing works. <p>Detailed designs and drawing showing the extent and nature of all proposed highway works shall be submitted to the Council so that an estimate of the cost of the works can be prepared by the council, the cost of the works to be paid in full by the applicant, all cost to be paid before the development is occupied.</p> <p>Reason: To ensure the highway works are undertaken to a high-level of standards and in accordance with the Council's requirements.</p> <p>9. Shadow S.278 agreement The creation of the new south-west pedestrian and cycle access to the site at the junction of Warwick Gardens and Stanhope Gardens, including all associated remediation works to the existing car park. Reason: To ensure the highway works are undertaken to a high-level of standards and in accordance with the Council's requirements.</p> <p>10. Accident reduction Vision Zero In order to address the accident clusters, which is likely to be made worse by the increase in walking trips generated by the development proposal we will be seeking a financial contribution of £120,000 (on hundred and twenty thousand pounds) to further investigate</p>	

Stakeholder (LBH)	Comments	Response
	<p>and implement measures to address accident clusters identified on St Ann's Road and the Green Lanes corridor.</p> <p>Reason: to mitigate any potential increase in collision resulting from the increase in pedestrian trips on the transportation and highways network and contribution towards achieving the Council's and TfL Vision Zero strategy</p> <p>11. Construction Logistics and Management Plan The applicant / developer is required to implement a Construction Logistics and Management Plan, prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £10,000 (ten thousand pounds). The document shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) 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 highways; b) The estimated number and type of vehicles per day/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. e) Limit movements during the critical school drop off and collection periods. <p>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 manage traffic safety.</p> <p>Conditions</p>	

Stakeholder (LBH)	Comments	Response
	<p>1. Cycle Parking The applicant will be required to provide long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021) standards and the London Cycle Design Standards with the exception of double stackers where a minimum aisle width of 2.5 metres has been agreed a part of the pre-application process.</p> <p>Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards.</p> <p>2. Car Parking Management Plan The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space which a minimum of 10% wheelchair accessible car parking provision in line with the London Plan. 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>Any changes to the above priority must be agreed in writing with the planning authority. Reason: To ensure that the allocation of the car parking spaces is in line with the London Plan and the Council's development management Policy 32 which seeks to prioritise parking to family sized units and disabled people.</p> <p>6. Delivery and Servicing Plan</p>	

Stakeholder (LBH)	Comments	Response
	<p>The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> <p>7. Connection between the hospital and residential sites. The developer will be required to submit a scheme, for approval which demonstrates that adequate pedestrian and cycle permeability is provided between both sites to encourage travel by sustainable modes of transport.</p> <p>Reason: to promote travel by sustainable modes of transport to and from the development proposals.</p>	
Carbon Management Officer	<p>Carbon Management Response 20/09/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Pre-Demolition and Pre-Refurbishment Audit prepared by Reusefully (dated 29 April 2022) • Energy Statement prepared by XCO2 (dated May 2022) • Circular Economy Statement prepared by XCO2 (dated May 2022) • Sustainability Statement, prepared by Bioregional (dated May 2022) • Whole Life Carbon Assessment prepared by XCO2 (dated May 2022) • Relevant supporting documents. <p>1. Energy – Overall</p>	<p>Comments have been taken into account. The recommended conditions and planning obligations will be secured, as appropriate.</p>

Stakeholder (LBH)	Comments	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 a site-wide improvement of approximately 73.3% 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 812.5 tonnes of CO₂ from a baseline of 1,107.8 tCO₂/year. This is based on the development connecting to air source heat pumps only (and is reflected in the tables below). The proposal does not include a carbon reduction scenario based on connecting to the Decentralised Energy Network.</p> <table border="1" data-bbox="465 715 1671 1246"> <thead> <tr> <th colspan="4" data-bbox="465 715 1671 751"><i>Residential (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="465 751 770 903"></th> <th data-bbox="770 751 1068 903">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1068 751 1368 903">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1368 751 1671 903">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="465 903 770 975">Part L 2013 baseline</td> <td data-bbox="770 903 1068 975">950.7</td> <td data-bbox="1068 903 1368 975"></td> <td data-bbox="1368 903 1671 975"></td> </tr> <tr> <td data-bbox="465 975 770 1015">Be Lean</td> <td data-bbox="770 975 1068 1015">702.2</td> <td data-bbox="1068 975 1368 1015">248.5</td> <td data-bbox="1368 975 1671 1015">26.1%</td> </tr> <tr> <td data-bbox="465 1015 770 1054">Be Clean</td> <td data-bbox="770 1015 1068 1054">702.2</td> <td data-bbox="1068 1015 1368 1054">0</td> <td data-bbox="1368 1015 1671 1054">0%</td> </tr> <tr> <td data-bbox="465 1054 770 1094">Be Green</td> <td data-bbox="770 1054 1068 1094">227</td> <td data-bbox="1068 1054 1368 1094">475.2</td> <td data-bbox="1368 1054 1671 1094">50%</td> </tr> <tr> <td data-bbox="465 1094 770 1166">Cumulative savings</td> <td data-bbox="770 1094 1068 1166"></td> <td data-bbox="1068 1094 1368 1166">723.7</td> <td data-bbox="1368 1094 1671 1166">76.1%</td> </tr> <tr> <td data-bbox="465 1166 770 1246">Carbon shortfall to offset (tCO₂)</td> <td data-bbox="770 1166 1068 1246">227</td> <td data-bbox="1068 1166 1368 1246"></td> <td data-bbox="1368 1166 1671 1246"></td> </tr> </tbody> </table> <table border="1" data-bbox="465 1283 1671 1391"> <thead> <tr> <th colspan="1" data-bbox="465 1283 1671 1319"><i>Non-residential refurbishments (SAP10 emission factors)</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="465 1319 1671 1391">[Baseline set at the refurbishment notional baseline in line with Part L2B guidelines]</td> </tr> </tbody> </table>	<i>Residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)	Part L 2013 baseline	950.7			Be Lean	702.2	248.5	26.1%	Be Clean	702.2	0	0%	Be Green	227	475.2	50%	Cumulative savings		723.7	76.1%	Carbon shortfall to offset (tCO₂)	227			<i>Non-residential refurbishments (SAP10 emission factors)</i>	[Baseline set at the refurbishment notional baseline in line with Part L2B guidelines]	
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Stakeholder (LBH)	Comments				Response	
		Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	157.1				
	Be Lean	95.2	61.9	39.4%		
	Be Clean	95.2	0	0%		
	Be Green	68.4	26.8	17%		
	Cumulative savings		88.7	56.5%		
	Carbon shortfall to offset (tCO₂)	68.4				
	Site-wide (SAP10 emission factors)					
		Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	1,107.8				
	Be Lean	797.4	310.4	28%		
	Be Clean	797.4	0	0%		
	Be Green	295.3	502	45.3%		
	Cumulative savings		812.5	73.3%		
	Carbon shortfall to offset (tCO₂)	295.3				

Stakeholder (LBH)	Comments		Response	
	Carbon offset contribution	£95 x 30 years x 295.3 tCO ₂ /year = £841,605		
	10% management fee	£84,160 (indicative)		
	<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 597 tCO₂ (residential) and 73.8 tCO₂ (non-residential).</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The GLA guidance requires applicants to provide one strategy for the entire site with the design and expected CO₂ performance for the detailed and outline parts of the site presented separately. Please differentiate between the residential new build detailed and outline plots. - Please note that applicants should also consider the carbon emission targets that are likely to be in place at the time of submission of the reserved matters application to ensure that the scheme can meet any higher planning or regulatory targets. - These scenarios also need to be provided for the DEN connection scenario (site-wide, new build residential detailed, new build residential outline, refurbishment). <p>Energy – Lean</p> <p>The applicant has proposed a saving of 310.4 tCO₂ in carbon emissions (28%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. This goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2 for residential and non-residential uses, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p>			

Stakeholder (LBH)	Comments			Response
		Residential new build	Commercial refurbishment	
	Floor u-value	0.10 W/m ² K	0.25 W/m ² K	
	External wall u-value	0.13 W/m ² K (0.30 W/m ² K to unheated spaces)	0.55 W/m ² K	
	Roof u-value	0.10 W/m ² K	0.12 W/m ² K (cold, pitched – 3%% improvement) 0.22 W/m ² K (warm, pitched)	
	Door u-value	1.00 W/m ² K	1.8 W/m ² K	
	Window u-value	0.80 W/m ² K	1.30 W/m ² K (28% improvement)	
	G-value	0.50	0.40	
	Air permeability rate	1-3 m ³ /hm ² @ 50Pa	10 m ³ /hm ² @ 50Pa	
	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR)	MVHR (0.8 W/l/s Specific Fan Power)	
	Thermal bridging	Accredited Construction Details; y-value 0.10		
	Low energy lighting	LED or CFL lighting throughout. Occupancy sensors, daylight sensors.	LED or CFL lighting throughout. Occupancy sensors, daylight sensors.	
	Heating system (Baseline)	Gas boilers with gross efficiency of 89.5%	Gas boilers with gross efficiency of 84%	
	Cooling system	Not specified	Air source heat pumps (149.1 MJ/m ² area weighted average demand; 474,024	

Stakeholder (LBH)	Comments			Response
			MJ/year total cooling demand)	
	Space heating requirement	31 kWh/m ² /year average		
	Improvement from the target fabric energy efficiency (TFEE)	22.6% improvement		
	<p><u>Actions:</u></p> <p><i>New build</i></p> <ul style="list-style-type: none"> - Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. What are the specific fan power and efficiency of the proposed MVHR units? - What is the proportion of glazed area? Consider how this performs against the LETI design guide indicating percentages of 10-20% (north), 10-15% (east + west), 20-25% south. - What is the expected thermal mass? - Walls to unheated spaces could be insulated further to reduce heat losses. - The air permeability between the main body and appendices are not consistent; this is reported at 1 and 3 m³/hm² @ 50Pa. - The overheating report and Be Lean sections confirm that no cooling is specified, however the Be Clean section states that there will be cooling demands for the new build residential flats. What justification is there for this cooling? <p><i>Refurbishments:</i></p> <ul style="list-style-type: none"> - The plans state that thermal performance details were to be provided in the Energy Statement. These have not all been provided. <ul style="list-style-type: none"> o The plans indicate that thermal dry wall lining is proposed in external walls, however no changes to the u-values have been reported in the Energy Strategy. If the baseline u-values are used, what works are being 			

Stakeholder (LBH)	Comments	Response
	<p>undertaken to improve the u-value? What type of insulation is proposed, will it be able to regulate moisture and humidity changes? What is the proposed thickness? Was any more thermally efficient insulation considered, and if so, why was it rejected?</p> <ul style="list-style-type: none"> ○ How are the existing windows proposed to be upgraded thermally? The ES indicates improvements but no detail; will the glazing be replaced, the frames, will double glazing be installed? ○ The plans indicate that existing doors will be replaced, but no improved u-values have been reported. ○ What are the different strategies for insulating the cold and warm roof spaces? What type and thickness insulation are proposed? ○ There is no mention of the fabric efficiencies of the new build elements within the retained buildings. ○ How did heritage considerations influence the proposals? <ul style="list-style-type: none"> - How will the air tightness be improved? What testing has been done to understand the baseline air tightness of the retained buildings? - How will thermal bridging between the old and new elements be reduced/mitigated? - What overheating mitigation will be implemented for the retained buildings; what shading will be incorporated? - Provide the energy demand summary for the non-residential uses, delivered energy requirement at point of use – MWh/year – by use. - What is the baseline/lean heating strategy? This should be a gas boiler, what is the gross efficiency figure of the boilers? <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</p>	

Stakeholder (LBH)	Comments	Response
	<p>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 has set out that:</p> <ul style="list-style-type: none"> - There is no existing network to connect to nearby. - The Woodberry Down network does not have capacity and will be run with ASHPs in the future, without relying on the connecting to a DEN. - The NHS buildings on the St Ann's site are heated through gas and would only connect to a site-wide/DEN if it was at a competitive price with gas. - Heat from tube ventilation shafts was considered too costly. - The planned connection to the Energy from Waste (EfW) plant at Edmonton, which is planned to power the borough-wide DEN in Haringey, is not considered to align with the programme of this proposal for Phase 1A. With the applicant's ESG policies, a temporary connection through gas boilers until the DEN becomes available to connect to, is considered contradictory. - They can agree to a commitment to connect to the DEN through the Section 106 agreement, with space provision to allow for connection where feasible, viable, and available in later phases (late heat exchangers, thermal storage and flow and return loop). - They will not be delivering a single centralised energy centre due to phasing and arguments around system diversity and reducing risk of fluctuations in cost to occupants. A single pipe to site boundary would be safeguarded. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - A communal Air Source Heat Pump system is proposed with solar PV (quantified under Be Green). 100% of heat would be delivered by ASHPs through three energy centres (ECs). The first EC would be in the detailed element on the roof of Block C3. <p>We would expect to see an energy strategy as follows:</p> <p><i>Short-term to 2027 = flexible for EITHER DEN or ASHP:</i></p> <ul style="list-style-type: none"> a. In the short-term, heat should be provided by gas boilers until either a connection is made to the area-wide DEN or baseload ASHPs are added (by end 2027). <p><i>In the medium term (Post 2027 or sooner if a decision is made not to progress the DEN) either:</i></p> <ul style="list-style-type: none"> a. A connection is made to the area-wide DEN and gas boilers could be retired; OR b. For ASHPs, gas boilers retained for peak periods with smaller baseload (c.20% of peak), ASHPs added to provide majority of heat at other times. <p><i>In the long-term, either:</i></p> <ul style="list-style-type: none"> a. The area-wide DEN is retained; or b. The peak gas boilers are replaced with peak ASHPs (i.e. the development needs to be designed to house ASHPs to meet 100% of the heat load). <p>The approach of using gas boilers:</p> <ul style="list-style-type: none"> a. In the short-term, acts as a bridge while a decision is made on the long-term heat source – it allows spend on the ASHP to be deferred as long as possible which supports the policy objective. b. In the medium term, it provides a similar carbon performance to using ASHPs at peak times but is considerably more economic than 100% ASHP in terms of capital costs and energy costs for future occupants. 	

Stakeholder (LBH)	Comments	Response
	<p>The applicant has objected to gas boilers in principle, but there is a policy basis for this in terms of prioritising the area-wide DEN and optimising running costs.</p> <p>In terms of the system design and ECs to meet the above, the phasing is unclear but there is scope for there to be multiple (probably no more than two) energy centres on a site-wide network.</p> <p>In terms of the London Plan and there being two Energy Centres:</p> <ul style="list-style-type: none"> • The key goal is a single, site-wide network and a single point of connection to the offsite DEN (EC2) – this can still be achieved. • The London plan has some flexibility for multiple ECs and phasing of ECs and temporary ECs. The arguments for this would be to address phasing/uncertainty in delivering the policy objective of a single network/connection point and so we would support multiple ECs. • In terms of the proposed three ECs and three networks, the phasing issues are unclear from the application, but their proposed solution seems to be mainly about managing their phasing risk – they do not seem to have tried to deliver the policy objectives of either: <ul style="list-style-type: none"> ○ a site wide network; ○ a single point of connection; ○ technology choice and spend profile to facilitate the area wide network. <p><u>Action:</u></p> <ul style="list-style-type: none"> - Address the energy strategy incorporating and responding the points above. - Consider how the heating and hot water of the retained buildings can be integrated within a policy compliant Be Clean solution with 1-2 ECs, rather than having individual ASHPs for each retained building. As a minimum, the larger retained buildings (Administration and Peace Buildings, with a floor area of over 500 m² each) should be connecting to the energy centre(s) on site as part of a site-wide network. 	

Stakeholder (LBH)	Comments	Response
	<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 (ASHPs) and solar photovoltaic (PV) panels are the most viable and feasible options to deliver the heating strategy and Be Green requirements. A total of 502 tCO₂ (45.3%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 820.8 kWp, which is estimated to produce around 624,212 kWh/year of renewable electricity per year, equivalent to a reduction of 145.4 tCO₂/year. The array of 2,052x 400W panels would be mounted on a roof area of 3,946 m², facing south, assuming 20% system losses and 15% efficiency of panels.</p> <p><i>New build</i> A communal air-to-water ASHP system is proposed by phase, through three energy centres. This strategy would provide hot water and heating to the dwellings with a min. SCOP of 260%.</p> <p><i>Refurbishments</i> Individual ASHPs are proposed per building. This would provide hot water and heating to the spaces with a min. EER of 2.6 in cooling mode and COP of 2.6 in heating mode.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The Water Tower plans only seem to indicate ASHP risers, where is its heating supply coming from? 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - How would the space heating be delivered across the different space typologies? Would it meet 100% of the demand in the retained buildings? - What distribution loss factor has been used for the ASHPs? - How will the solar energy be used on site (before surplus is exported onto the grid)? <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 dwelling and non-residential unit. Display of energy usage and generation are proposed by unit. Public displays should also be provided in key areas to raise awareness of residents/businesses.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please provide information about the existing space heating demand of the retained buildings, based on energy bills. This will set a useful baseline to monitor energy use reductions as part of the Be Seen requirements. - What are the anticipated energy costs to occupants? This has been referred to, but no information has been provided. <p>2. Carbon Offset Contribution</p> <p>A carbon shortfall of 295.3 tCO₂/year remains in this ASHP scenario. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years. This would amount to an offset of [£95 x 30 years x 295.3 tCO₂/year =] £841,605 plus a 10% management fee.</p>	

Stakeholder (LBH)	Comments	Response
	<p>An indicative offset contribution has been calculated above, however it is expected that changes are made to this proposal for this development to be policy compliant. Furthermore, a deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.</p> <p>The applicant should present two carbon reduction table scenarios:</p> <ul style="list-style-type: none"> • Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years) • Scenario 2: Alternative low-carbon communal heating scenario (residual tCO₂ over 30 years) <p>Two carbon offset payments will be calculated. The carbon offset contribution for scenario 1 will be due at the commencement of development and the difference in the offset contribution between the first and second scenarios will be deferred and indexed accordingly.</p> <ol style="list-style-type: none"> 1. Payment for the residual emissions in the DEN scenario (Scenario 1) would be due at commencement of development. 2. A deferred carbon offset contribution is calculated through the difference in the offset contribution: Scenario 2 – Scenario 1 = Deferred Payment. 3. If, after 2027 the development has <u>not</u> connected to the DEN, the deferred payment (+indexation) is due. 4. If, after 2027 the development has connected to the DEN, the deferred payment would not be due, but this amount would be available as a connection charge to the DEN. <p>3. 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</p>	

Stakeholder (LBH)	Comments	Response																														
	<p>systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p><i>Detailed element</i></p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 137 habitable rooms, 48 dwellings, two corridors, and 40 non-residential spaces under the London Weather Centre files within the detailed element of the proposals. Several iterations were modelled to test the necessary mitigation measures for the mandatory weather file – only the last iteration has been reported below (except for DSY1 2050s).</p> <table border="1" data-bbox="465 715 1704 1382"> <thead> <tr> <th data-bbox="465 715 669 938"></th> <th data-bbox="669 715 904 938">TM59 – criterion A (<3% hours of overheating)</th> <th data-bbox="904 715 1120 938">TM59 – criterion B hours >26°C (pass <32 hours)</th> <th data-bbox="1120 715 1330 938">Number of habitable rooms pass TM59</th> <th data-bbox="1330 715 1516 938">Number of corridors pass TM59</th> <th data-bbox="1516 715 1704 938">Number of non-residential spaces pass TM52</th> </tr> </thead> <tbody> <tr> <td data-bbox="465 938 669 1013">DSY1 2020s</td> <td data-bbox="669 938 904 1013">137/137</td> <td data-bbox="904 938 1120 1013">89/89</td> <td data-bbox="1120 938 1330 1013">137/137</td> <td data-bbox="1330 938 1516 1013">2/2</td> <td data-bbox="1516 938 1704 1013">40/40</td> </tr> <tr> <td data-bbox="465 1013 669 1050">DSY2 2020s + DSY3 2020s</td> <td colspan="2" data-bbox="669 1013 1120 1050"></td> <td data-bbox="1120 1013 1330 1050">0/137</td> <td data-bbox="1330 1013 1516 1050">(g-value 0.25;</td> <td data-bbox="1516 1013 1704 1050">0/40</td> </tr> <tr> <td data-bbox="465 1050 669 1235">DSY2 2020s + DSY3 2020s</td> <td colspan="2" data-bbox="669 1050 1120 1235">(g-value 0.30; blinds)</td> <td data-bbox="1120 1050 1330 1235">5/137</td> <td data-bbox="1330 1050 1516 1235">blinds; heavy thermal mass)</td> <td data-bbox="1516 1050 1704 1235">0/40</td> </tr> <tr> <td data-bbox="465 1235 669 1382">DSY1 2050s (blinds, shading,</td> <td data-bbox="669 1235 904 1382">27/137</td> <td data-bbox="904 1235 1120 1382">4/89</td> <td data-bbox="1120 1235 1330 1382">27/137</td> <td data-bbox="1330 1235 1516 1382">DSY1 2050s (blinds, shading,</td> <td data-bbox="1516 1235 1704 1382">33/40</td> </tr> </tbody> </table>		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <32 hours)	Number of habitable rooms pass TM59	Number of corridors pass TM59	Number of non-residential spaces pass TM52	DSY1 2020s	137/137	89/89	137/137	2/2	40/40	DSY2 2020s + DSY3 2020s			0/137	(g-value 0.25;	0/40	DSY2 2020s + DSY3 2020s	(g-value 0.30; blinds)		5/137	blinds; heavy thermal mass)	0/40	DSY1 2050s (blinds, shading,	27/137	4/89	27/137	DSY1 2050s (blinds, shading,	33/40	
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Stakeholder (LBH)	Comments						Response
	70% opening, 20l/s ventilation)				50% opening, 25-30l/s ventilation)		
	DSY1 2050s (with cooling)	137/137	89/89	137/137		40/40	
	DSY1 2080s (with cooling)	137/137	89/89	137/137		40/40	
	<p>Occupancy profiles for the non-residential areas are based on office, café, food preparation and community events area uses.</p> <p>All rooms pass the overheating requirements for 2020s DSY1. To pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas of 60% (residential) and 50% (non-residential) <ul style="list-style-type: none"> o Ground floor windows to typically open outwards and have fully retractable internal security louvres / shutters to provide secure natural ventilation particularly at night-time (with effective free areas of 45% if window is 90% open); o Living, kitchen, dining opening areas of 10% at night-time (security latch); - Glazing g-value of 0.50 (residential) and 0.4 (non-residential); - External shading through balconies; - MVHR with summer bypass; - Non-residential lighting density of 8 W/m²; - Thermal mass in exposed ceilings in non-residential spaces; - Equipment heat gains of 12.2 W/m in corridors; - Continuous extract of 20l/s in individual corridors operating at 24h per day; 						

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - No active cooling. <p>Proposed future mitigation measures include (using passive solutions first):</p> <ul style="list-style-type: none"> - Solar control glazing (g-value 0.30); - Internal blinds; - Overhead shading of 0.5m; - Mechanical cooling with MVHR and cooling coil (delta T 15°C) or an active cooling system with active cooling more efficient and robust. <p><u>Overheating actions:</u></p> <ul style="list-style-type: none"> - Please include images indicating which sample dwellings were modelled and floorplans showing the modelled internal layout of spaces - The category of acceptable adaptive temperatures should be amended for the dwellings modelled in the block that will accommodate elderly residents. - The report does not accurately report on the fabric assumptions for the non-residential spaces; the roof u-values are much higher in the Energy Strategy. Please clarify / correct as required. - The Energy Strategy mentions perforated security shutters to the ground floor windows; however, these have not been shown or annotated onto the plans for the detailed phase of this proposal. Please correct. - The report does not follow the cooling hierarchy for mitigation measures; external shading has hardly been maximised to reduce solar gains in the current design. Please demonstrate what options were considered as part of the design process and why they were discounted, and please integrate external shading to the design as part of the design now to reduce overheating risk as far as possible for future weather files. The report notes that a redesign of the building would be required to integrate passive design solutions for more extreme weather files (which we have already seen recently), which means the current design should maximise all passive design solutions now. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - What pipework heat losses have been assumed for the pipes/HIUs within dwellings and within the corridors, and what is this information based on? Please clarify if the 'equipment' heat gains of 12.2 W/m in corridors are in fact the heating pipework losses. - For the required extract ventilation in corridors, please demonstrate that pipework heat gains have been minimised primarily, party walls with corridors have been insulated appropriately and air flow rates are balanced with necessary energy use. - Please confirm how the existing buildings can include exposed ceilings to allow for thermal buffering, and how they would be adapted practically to increase the thermal mass to 'heavy'? - What are the expected annual running costs, cooling demand (on an area-weighted average in MJ/m² and MJ/year, and kWh/m²/year) and cost to occupants for the active cooling system in the future. Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. - The development will need building user guides for future residents. - Confirm who will own the overheating risk when the building is occupied (not the residents). - Please set out the design guidelines for the outline plots to reduce overheating. Ensure that any noise pollution is mitigated appropriately along the railway. <p>4. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p><i>One Planet Living: Site-Wide Overarching Sustainability Principles</i></p> <p>The Sustainability Statement sets out the proposed measures to improve the sustainability of the scheme in line with the applicant's vision for the St Ann's new</p>	

Stakeholder (LBH)	Comments	Response
	<p>neighbourhood. The key principles are: people focused; place-led; new benchmark for housing; highly sustainable design; improved health and wellbeing; community growing and gardening; and child-friendly public realm. It covers all sustainability aspects including transport, equity and local economy, health and wellbeing, materials and waste, water consumption, flood risk and drainage, sustainable food, biodiversity, climate resilience, energy and CO2 emissions and landscape design. It is based on a local needs analysis.</p> <p>A number of notable aspects include:</p> <ul style="list-style-type: none"> - Strong emphasis on food growing - Large amounts of green spaces - Retention of buildings and re-use of building materials to create landscape features - Options to have on-site repair/library of things uses, and tree nursery - Multi-functional landscapes that provide amenity, play space and sustainable urban drainage features (swales, retention basin, tree pits, wet grassland and rain gardens), in addition to underground attenuation tanks. <p>Non-Domestic BREEAM Requirement 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 also prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 73.04% is expected to be achieved, equivalent to 'Excellent' rating. A potential score of 91.24% (Outstanding) could be achieved. This is supported.</p> <p>Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The development is proposing living roofs in the development. 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. However, the Design and Access Statements include sections that show substrate depths that are too shallow, and sedum-only roofs. Living roofs will need to comply with the standards as set out in the planning conditions.</p> <p>Urban Greening / Biodiversity 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> <ul style="list-style-type: none"> - The development achieves an Urban Greening Factor of 0.416, which complies with the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5. - The development also achieves a biodiversity net gain, delivering 12.17% net additional habitat units on site. 	

Stakeholder (LBH)	Comments	Response												
	<p>Climate Change Adaptation Developments of this size should have a climate change adaptation strategy in place for residents and visitors to help the area become more resilient against the impacts of climate change. This should include adaptation to increased risk of flooding and wind-based impacts from more frequent and severe storm events, longer periods of drought (in relation to the soft landscaping and limiting occupant water use), more intense and longer heatwaves. The development should also seek to allocate publicly accessible ‘cool spaces’, following the <u>GLA’s criteria for cool spaces</u> and to form part of the wider <u>cool spaces map</u>.</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.</p> <p>The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1" data-bbox="468 858 1668 1342"> <thead> <tr> <th data-bbox="472 863 752 938"></th> <th data-bbox="752 863 1055 938">Residential new build</th> <th data-bbox="1055 863 1368 938">Commercial (refurbishment)</th> <th data-bbox="1368 863 1664 938">Whole site</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 938 752 1273">Product & Construction Stages Modules A1-A5 (excl. sequestration)</td> <td data-bbox="752 938 1055 1273">812 kgCO₂e/m² Meets GLA benchmark (<850 kgCO₂e/m²). Band ‘E’ not meeting the LETI 2020 Design Target.</td> <td data-bbox="1055 938 1368 1273">26 kgCO₂e/m² Meets GLA’s aspirational benchmark (<600 kgCO₂e/m²). Band ‘A++’ meeting the LETI 2030 Design Target.</td> <td data-bbox="1368 938 1664 1273">787 kgCO₂e/m² Meets GLA’s benchmark (<850 kgCO₂e/m²). Band ‘E’ not meeting the LETI 2020 Design Target.</td> </tr> <tr> <td data-bbox="472 1273 752 1342">Use and End-Of-Life Stages</td> <td data-bbox="752 1273 1055 1342">279 kgCO₂e/m²</td> <td data-bbox="1055 1273 1368 1342">46 kgCO₂e/m²</td> <td data-bbox="1368 1273 1664 1342">272 kgCO₂e/m²</td> </tr> </tbody> </table>		Residential new build	Commercial (refurbishment)	Whole site	Product & Construction Stages Modules A1-A5 (excl. sequestration)	812 kgCO ₂ e/m ² Meets GLA benchmark (<850 kgCO ₂ e/m ²). Band ‘E’ not meeting the LETI 2020 Design Target.	26 kgCO ₂ e/m ² Meets GLA’s aspirational benchmark (<600 kgCO ₂ e/m ²). Band ‘A++’ meeting the LETI 2030 Design Target.	787 kgCO ₂ e/m ² Meets GLA’s benchmark (<850 kgCO ₂ e/m ²). Band ‘E’ not meeting the LETI 2020 Design Target.	Use and End-Of-Life Stages	279 kgCO ₂ e/m ²	46 kgCO ₂ e/m ²	272 kgCO ₂ e/m ²	
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Stakeholder (LBH)	Comments				Response
	Modules B-C (excl. B6 and B7)	Meets GLA's aspirational benchmark (<300 kgCO ₂ e/m ²). Modules A1-B5, C1-4 Band 'E' not meeting the RIBA 2030 Design Target.	Meets GLA's aspirational benchmark (<370 kgCO ₂ e/m ²). Modules A1-B5, C1-4 Band 'A++' meeting the RIBA 2030 Design Target.	Meets GLA's aspirational benchmark (<300 kgCO ₂ e/m ²). Modules A1-B5, C1-4 Band 'E' not meeting the RIBA 2030 Design Target.	
	Modules A-C (excl B6, B7 and incl. sequestration)	1,039 kgCO ₂ e/m ² Meets GLA target (<1200 kgCO ₂ e/m ²).	51 kgCO ₂ e/m ² Meets GLA's aspirational target (<970 kgCO ₂ e/m ²).	1,008 kgCO ₂ e/m ² Meets GLA target (<1200 kgCO ₂ e/m ²).	
	<p>The highest embodied carbon was found to come from Modules A1-A5 (70%), with the upper floors, substructure, and external works contributing the highest amounts respectively. Potential reduction measures included: cement replacement and aluminium hybrid windows.</p> <p>Total estimated carbon emissions associated with the demolition of the existing buildings is 969,350 kgCO₂e GIA.</p> <p>Circular Economy Policy S17 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>				

Stakeholder (LBH)	Comments	Response
	<p>The principles used for this development are:</p> <ul style="list-style-type: none"> - Sourcing materials responsibly - Designing for durability and resilience (>60 years) - Implementing measures to optimise material use on site - Incorporating recommendations from the pre-demolition waste audit - Implementing waste minimisation targets during demolition and construction - Ensuring there is sufficient space for storage and segregation of operational waste - Designing flexible and adaptable buildings (commercial buildings' use changing between 5-25 years) <p>The report sets out the Key Commitments (Table 4-1), Bill of materials (Table 4-2) and Recycling and waste reporting form (Table 4-3). This is a fairly high level of information, and the applicant expects this to become more detailed as the detailed design progresses following permission.</p> <p>The Pre-Demolition and Pre-Refurbishment Audit summarises that the dominant materials on site by weight are 67% concrete, 23% brick, and 5% metals. It is estimated that 5% of materials are suitable for reuse. Where re-use is not feasible, recycling or local waste management options have been identified.</p> <p>The End-of-Life Strategy is based on repurpose and independent replacement of elements with shorter lifespans than the buildings. To extend the lifespan as long as possible, the strategy is to specify durable and standardised materials, designing for disassembly and reuse at the end of life, storing building information to facilitate disassembly, or refurbishment of buildings. Material passports will describe material characteristics, methods of disassembly and reuse, etc, but its use will depend on the implementation of BIM and the detailed design stage.</p> <p><u>Sustainability actions:</u></p>	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Substrate depths of living roofs are not deep enough, the detailed design needs to include minimum 120mm substrates, with varying depths of 120-150mm. We cannot allow sedum-only roofs. - Has the applicant considered including blue roof features on some of the roofs, in addition to the living roofs and solar PV? - Could the SUDs/play space be available for kids during rainy weather? Year-round type playing / wet / water play? - The raingarden areas are not consistent between the SUDS plan and UGF plan, please rectify this. - UGF plan does not differentiate between intensive and extensive living roofs. - Please annotate the growing spaces on the landscaping plans. - Signage should be provided for edible planting across the site to help encourage residents and visitors to pick, educate about food growing, engage, and reduce food waste. - Will growing areas be supplemented by rainwater harvested water supplies, additional water supplies, tool sheds, seating, tables? - Could the neighbourhood square include seating (picknick tables, tables for games, etc) to encourage social interaction and events. - What is the development's climate change adaptation strategy? Identify in what ways the development will increase the resilience of residents and businesses and adapt their public realm/buildings to the impacts of climate change (increase in severity and frequency of weather events). Identify communal spaces (indoor and outdoor) where residents and people from the wider community can cool down if their homes are overheating, and what spaces will be suitable for people to enjoy outside the summertime (sheltered from the wind)? - The site is surrounded by a Low Traffic Neighbourhood and a School Street (to the east), and the level of car ownership in the area is currently low. The large amount of car parking proposed will not be attractive to use. Therefore, there is a high probability of spaces remaining vacant. This parking should be designed out, or ensure that there is a strategy to replace parking with better public realm uses. 	

Stakeholder (LBH)	Comments	Response
	<p>5. Conclusion Overall, it is considered that the application can be supported on the basis of its sustainability benefits, but it is not currently compliant with some carbon reduction policies and therefore cannot be fully supported. Further justification, clarifications and changes are required before we can support this application fully. Appropriate planning conditions will be recommended once this has been resolved.</p> <p>Planning Conditions (TBC) To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy (detailed; reserved matters) - DEN connection - Energy monitoring - Overheating (detailed residential, non-residential, reserved matters) - BREEAM certificates - Living roofs - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon <p>Planning Obligations Heads of Terms (TBC)</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 for additional and deferred offset contributions), plus a 10% management fee (based on £2,850 per tonne of carbon emissions) - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN 	

Stakeholder (LBH)	Comments	Response																												
	<p>Carbon Management Response 18/11/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • St Ann’s Response to Carbon Comments, prepared by Lambert Smith Hampton (dated October 2022), including a table of responses dated 20th September 2022 • Energy Strategy Summary, prepared by Hill, Catalyst, XCO2 and LSH (dated October 2022) • Energy Strategy, prepared by XCO2 (dated 27 October 2022) • Further plans and information for the DEN strategy <p>Energy – Overall</p> <p>The tables below have been included as they are broken down by element of the proposals, as set out by the Energy Assessment Guidance.</p> <table border="1" data-bbox="465 943 1668 1396"> <thead> <tr> <th colspan="4" data-bbox="472 948 1662 979"><i>Detailed Application - Residential New Build (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="472 979 770 1129"></th> <th data-bbox="770 979 1068 1129">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1068 979 1368 1129">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1368 979 1662 1129">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 1129 770 1204">Part L 2013 baseline</td> <td data-bbox="770 1129 1068 1204">228.2</td> <td data-bbox="1068 1129 1368 1204"></td> <td data-bbox="1368 1129 1662 1204"></td> </tr> <tr> <td data-bbox="472 1204 770 1246">Be Lean</td> <td data-bbox="770 1204 1068 1246">168.5</td> <td data-bbox="1068 1204 1368 1246">59.6</td> <td data-bbox="1368 1204 1662 1246">26.1%</td> </tr> <tr> <td data-bbox="472 1246 770 1287">Be Clean</td> <td data-bbox="770 1246 1068 1287">168.5</td> <td data-bbox="1068 1246 1368 1287">0</td> <td data-bbox="1368 1246 1662 1287">0%</td> </tr> <tr> <td data-bbox="472 1287 770 1329">Be Green</td> <td data-bbox="770 1287 1068 1329">54.4</td> <td data-bbox="1068 1287 1368 1329">114.1</td> <td data-bbox="1368 1287 1662 1329">50%</td> </tr> <tr> <td data-bbox="472 1329 770 1396">Cumulative savings</td> <td data-bbox="770 1329 1068 1396"></td> <td data-bbox="1068 1329 1368 1396">173.7</td> <td data-bbox="1368 1329 1662 1396">76.1%</td> </tr> </tbody> </table>	<i>Detailed Application - Residential New Build (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)	Part L 2013 baseline	228.2			Be Lean	168.5	59.6	26.1%	Be Clean	168.5	0	0%	Be Green	54.4	114.1	50%	Cumulative savings		173.7	76.1%	
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Stakeholder (LBH)	Comments				Response	
	Carbon shortfall to offset (tCO₂)	54.4				
	<i>Detailed Application - Non-residential refurbishments (SAP10 emission factors)</i> [Baseline set at the refurbishment notional baseline in line with Part L2B guidelines]					
		Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	157.1				
	Be Lean	95.2	61.9	39.4%		
	Be Clean	95.2	0	0%		
	Be Green	68.4	26.8	17%		
	Cumulative savings		88.7	56.5%		
	Carbon shortfall to offset (tCO₂)	68.4				
	<i>Detailed Application – Site wide (SAP10 emission factors)</i>					
		Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	385.3				
	Be Lean	263.7	121.6	31.6%		
	Be Clean	263.7	0	0%		

Stakeholder (LBH)	Comments				Response	
	Be Green	122.8	140.8	36.6%		
	Cumulative savings		262.4	68.1%		
	Carbon shortfall to offset (tCO₂)	122.8				
	<i>Outline application – Site wide (SAP10 emission factors)</i>					
		Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	722.5				
	Be Lean	533.7	188.9	26.1%		
	Be Clean	533.7	0	0%		
	Be Green	172.5	361.2	50%		
	Cumulative savings		550	76.1%		
	Carbon shortfall to offset (tCO₂)	172.5				
	<p>Carbon offsetting The GLA sets out that the zero-carbon target applies to all residential and non-residential developments; for major refurbishments (a floorspace above 1,000 m²), the developments should meet the GLA’s carbon reduction targets and follow the energy hierarchy as well. In order to meet the GLA’s targets, an offset contribution will be required to offset the shortfall in emissions. The appropriate offset calculation will therefore need to be calculated.</p>					

Stakeholder (LBH)	Comments	Response								
	<table border="1" data-bbox="468 268 1668 683"> <thead> <tr> <th colspan="2" data-bbox="474 272 1662 309"><i>Carbon Offset Contribution Calculation</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="474 309 770 419">Carbon offset contribution (Detailed only)</td> <td data-bbox="770 309 1662 419">£95 x 30 years x 122.8 tCO₂/year = £349,980 (indicative)</td> </tr> <tr> <td data-bbox="474 419 770 568">Carbon offset contribution (Detailed + Outline)</td> <td data-bbox="770 419 1662 568">£95 x 30 years x (122.8 + 172.5 tCO₂/year) = £841,605 (indicative)</td> </tr> <tr> <td data-bbox="474 568 770 678">10% management fee (Detail + Outline)</td> <td data-bbox="770 568 1662 678">£84,160 (indicative)</td> </tr> </tbody> </table> <p data-bbox="468 719 600 751">Be Lean</p> <p data-bbox="512 759 658 791">New build</p> <ul data-bbox="512 799 1637 1126" style="list-style-type: none"> - The MVHR positions are under review. - The glazing ratios have been provided. The southern ratio is justified in relation to the LETI guidance due to overheating potential. In the outline elements the applicant can reduce the glazing ratio further on east and west facades. - Medium thermal mass. - Air permeability range 1-3 m³/hm² @50Pa. - There will be no cooling for the residential spaces, as confirmed in the response but not in the updated ES. <p data-bbox="512 1129 741 1161">Refurbishments</p> <ul data-bbox="512 1169 1644 1380" style="list-style-type: none"> - Insulation type and technical properties and vapour control layer requirements, mitigation of thermal bridging, moisture and humidity will be developed at subsequent technical design stages. - Wall insulation will be a combination of blown cavity insulation (or similar) for cavity walls and internal wall insulation. U-values of 0.30 W/m²K have been modelled. 	<i>Carbon Offset Contribution Calculation</i>		Carbon offset contribution (Detailed only)	£95 x 30 years x 122.8 tCO ₂ /year = £349,980 (indicative)	Carbon offset contribution (Detailed + Outline)	£95 x 30 years x (122.8 + 172.5 tCO ₂ /year) = £841,605 (indicative)	10% management fee (Detail + Outline)	£84,160 (indicative)	
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Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Windows and frames to be replaced with double glazing (1.3 W/m²K). - Doors to have u-values of 1.3 W/m²K, but 1.8 W/m²K has been modelled. Existing doors will be replaced. - Thickness of cold roof insulation will be developed at detailed design stage. - The new build elements to the retained buildings are envisaged to meet the same U-values and fabric performance of the new buildings on the project. - To condition the air tightness testing of the existing buildings, with plans to improve the air tightness. - Overheating mitigation for existing buildings: higher performance fabric, openable windows and solar control glazing. <ul style="list-style-type: none"> o <u>Action</u>: southern facades should incorporate external shading to reduce solar gains and the need for cooling, this shading should preferably be movable so it is used when it is necessary and daylight can be maximised at other times. <p>All</p> <ul style="list-style-type: none"> - Distribution losses – a figure of 1.05 has been used for the purposes of energy modelling, in line with SAP2012. The pipes will be designed in line with CP1 2020. Further scrutiny of the pipework heat losses and an efficient design will be undertaken as part of the planning condition stage. <p>Be Clean/Green</p> <p>The applicant has set out their revised approach to the heating strategy following a meeting between the council and applicant team on 28th September. This meeting focused primarily on the Be Clean strategy. The council followed up to clarify the position in line with the response above and following the meeting, via email on 28th September.</p> <p>The Energy Infrastructure Manager will provide separate comments on the site-wide energy strategy.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The ES currently does not commit to connecting the two large, retained buildings (>1,000sqm) to the Phase 1a energy centre, despite showing this on plan submitted after the meeting took place. The GLA Energy Assessments Guidance states that all major refurbishments (of 1,000sqm or more) should follow the energy targets and energy hierarchy. This includes the requirement to follow the heating hierarchy to propose a low-carbon heating solution. The guidance further only excludes small commercial/retail units, described as having a small heating load often at the bottom of a tower block and under 500 sqm. The proposed large, retained buildings will have much higher heat loads than the units that are assumed under the exemption to connect to the DEN as they are freestanding with larger exposed areas, are over 1,000 sqm, and have old building fabric that will only be moderately improved. The applicant noted an estimated space heating demand of 125 kWh/m²/year during the meeting; this is considered high and a significant load that is worth connecting.</p> <p>This position is also supported by the GLA, so this requirement has been conditioned to ensure the development is acceptable on this point.</p> <p>Overheating</p> <ul style="list-style-type: none"> - The applicant has not provided any detail on which dwellings were modelled, and they only refer to a blurry image of the site without any annotations of buildings or which flats are modelled. <ul style="list-style-type: none"> o <u>Action</u>: Submit a clearer annotated plan and a list of the modelled dwellings, making it clear what building they are in and ensuring all habitable rooms have easy-to-identify numbers. Set out what number of dwellings are modelled per block. - The applicant seemed receptive to modelling the amended adaptive temperature for the block accommodating elderly residents. This is in line with the requirements set out in CIBSE TM59 under section 4.4. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> ○ <u>Action</u>: Submit the revised modelling and results for Block B that will accommodate elderly residents. If these dwellings do not pass (all) files, please also include the necessary mitigation measures following the cooling hierarchy. - The applicant refers to an annotation of plans for detail on shutters. However, this is not sufficient. <ul style="list-style-type: none"> ○ <u>Action</u>: The detail of the security shutters has not been provided and should be provided prior to the determination. Such detail needs to be provided, even if it is indicative. - External shading, particularly where this is movable, will not significantly affect daylight levels. This is a suitable solution for some parts of the development. <ul style="list-style-type: none"> ○ <u>Action</u>: Will future redesign of the buildings be possible within the limitations of what will be built out? - Corridor heat gains of 12.2 W/m have been assumed with 42mm pipes. HIU heat losses of 131W were assumed for dwellings. An assumed 20L/s of continuous extract is required for the corridors; this will increase the energy demand and should be reduced. <ul style="list-style-type: none"> ○ <u>Action</u>: Pipe heat losses in corridors are expected to be about 6W/m. A more appropriate measure of expressing heat losses is W/m² to reflect the length of pipe per square meter of corridor. Please amend and consider reducing the heat losses within the detailed design. ○ <u>Action</u>: Reduce the pipework heat losses to reduce the energy demand of extract ventilation (capacity, running time, reduced heat losses, etc) - The applicant cannot foresee many opportunities to expose ceilings for additional thermal mass. <ul style="list-style-type: none"> ○ <u>Action</u>: The Energy Strategy and relevant overheating assessments need to be amended to reflect the limited opportunity for medium and 	

Stakeholder (LBH)	Comments	Response
	<p>heavy thermal mass in the existing buildings, as per the applicant's comments.</p> <ul style="list-style-type: none"> - Cooling demand modelled as 338.6MJ/m² (pg.118 of Energy Strategy) / 48.41kWh/m² (pg. 117 of Energy Strategy) with a cooling efficiency 2.6. - They will aim to position the vents in the coolest areas of the facades as far as feasible possible. <p>Sustainability</p> <ul style="list-style-type: none"> - SUDS areas can form wet play areas. - Signage can be incorporated into proposals. - RMAs will provide more detailed info on the growing areas. - Seating will be included in the neighbourhood square. - The climate change adaptation approach has been set out. <p>Outstanding items</p> <p>The applicant noted previously that the following was still under review/to be provided prior to the determination of the development. However, some aspects have not yet been provided:</p> <ul style="list-style-type: none"> • Carbon reduction figures for the detailed/outline elements; and the DEN scenarios • Strategy for using solar PV energy on site • Existing energy demand of retained buildings, which will inform detailed design and post-occupancy monitoring • Amendment of the adaptive temperature for the block that will accommodate elderly residents, and amended results. • Confirmation of who will own the overheating risk. • Consistency of SUDS plan and UGF plans. <p>These aspects need to be addressed, in addition to the actions listed above, before determination of this application.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Planning Conditions</p> <p>To be secured:</p> <p><u>Energy Strategy - Detailed</u></p> <p>(a) Prior to the commencement of Phase 1a, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This shall be based on the approved Energy Strategy prepared by XCO2 (dated October 2022), delivering as a minimum a 76.1% (new build) and 56.6% (refurbishment) improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, a low-carbon heating strategy, and a minimum 178 kWp solar photovoltaic (PV) array. The strategy will set out:</p> <ul style="list-style-type: none"> - Confirmation of how this phase will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - Confirmation of achieving the highest possible fabric improvements, aiming for a minimum reduction of 26% reduction under Be Lean; - Specifications, location, pipework routes for the proposed heating and ventilation strategies; - Confirmation of the space heating demand of the retained and new buildings; - Air tightness testing results and strategy to improve air tightness in the existing buildings; - Strategy to reduce thermal bridging and insulation of existing buildings; - Confirmation that the two large retained buildings will be connected to the Phase 1a energy network; - Confirmation and details of how Phase 1a will form part of a site-wide network in future phases; - How the solar PVs have been maximised on Blocks A, C and D, and the retained buildings; 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - The proposed heating, renewable energy and ventilation strategies (including their efficiency, output, location and pipework layout); - A metering strategy. <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.</p> <p>(b) Within six months of first occupation by block, evidence that the solar PV arrays have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, a six-month energy generation statement.</p> <p>Within six months of completion of each block, a final Energy Assessment must be submitted to the local planning authority to demonstrate achieved carbon emission savings on site. Evidence shall also be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>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.</p> <p><u>Energy Strategy – RMAs</u></p> <p>(a) Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by an Energy Strategy. This phase block shall achieve the minimum requirements in line with the most up to date planning policy framework at the time of submission and shall achieve no less than a reduction in carbon emissions of 76% (residential) compared to a Building Regulations Part L 2013 compliant</p>	

Stakeholder (LBH)	Comments	Response
	<p>building with SAP10 carbon factors, or higher where revised policy requirements are in place at the time of submission.</p> <p>The strategy will set out:</p> <ul style="list-style-type: none"> - Confirmation of how this phase will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - How the development aims to achieve minimum carbon reductions at the Be Lean Stage of 26% for the domestic new build; - Strategy to reduce thermal bridging; - Confirmation and details of how the proposed phase will form part of a site-wide network in future phases; - The proposed heating, renewable energy and ventilation strategies (including their efficiency, output, location and pipework layout); - A metering strategy. <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The solar PV array shall be also installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</p> <p>(b) Within six months of completion of each block, a final Energy Assessment must be submitted to the local planning authority to demonstrate achieved carbon emission savings on site. Evidence shall also be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>Within six months of first occupation by block, evidence that the solar PV arrays have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, a six-month energy generation statement.</p>	

Stakeholder (LBH)	Comments	Response
	<p>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.</p> <p><u>Future DEN Connection</u> Prior to the above ground commencement of construction work by phase or block, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</p> <ul style="list-style-type: none"> • Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.); • Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification. • Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion; • A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation; • Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including 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; 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> • Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals; • Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue; • Details of a future pipework route from the temporary boiler location to the plant room. <p>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.</p> <p><u>Energy Monitoring Scheme</u> No development shall take place beyond the superstructure of the development until a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. The details shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/ low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.</p> <p>Within six months of first occupation of any dwellings, evidence shall be submitted in writing to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</p> <p>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</p> <p><u>Overheating - Detailed</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>Prior to the commencement of Phase 1a, a revised overheating model and report shall be submitted to and approved by the Local Planning Authority, based on acceptable principles as approved, taking into account any detailed design changes and responding the outstanding actions at application stage. The model will assess the overheating risk in line with CIBSE TM52 and TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) for the residential units and Community Hub and demonstrate how the overheating risks have been mitigated and removed through design solutions.</p> <p>This report will include:</p> <ul style="list-style-type: none"> - Revised modelling of the dwellings that will accommodate elderly residents in Block B with adaptive temperatures in line with the requirements set out in CIBSE TM59 under section 4.4. If these dwellings do not pass (all) files, please also include the necessary mitigation measures following the cooling hierarchy. - Reconfirmed details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided; - Specification of mitigation measures; - Modelled pipework heat losses from the communal heating system that comply with CP1 2020, reducing the heat losses to reduce energy demand of extract ventilation in corridors; - A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers; 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Submit a clearer annotated plan and a list of the modelled dwellings, making it clear what building they are in and ensuring all habitable rooms have easy-to-identify numbers. Set out what number of dwellings are modelled per block. - Specification and visual appearance of the proposed security shutters, and any further external shading measures proposed. <p>These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained (through a like-for-like in specification) thereafter for the lifetime of the development.</p> <p>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.</p> <p><u>Overheating RMAs</u></p> <p>(a) Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by a detailed Overheating Assessment. The Overheating Assessment shall be submitted for the written approval of the Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 for the residential spaces and TM52 for the non-residential spaces and TM49 weather files for London’s future weather/temperature projections. The assessment shall be undertaken in line with the following:</p> <ul style="list-style-type: none"> • The London Weather Centre dataset for all three DSYs; • Future weather patterns to projected impacts over the time periods DSY1 for 2050s and 2080s, all time periods should be modelled; • Mitigation for the 2020s period must be integrated into the design through passive design measures. The risks and the mitigation strategy for the periods of the 2050s and 2080s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk; 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> • Specification and location of mitigation measures (especially where they are mitigating risk of crime, air or noise pollution); • Confirmation of the modelled pipework heat losses; • Include any replacement / repair cycles and the annual running costs for the occupiers; • Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings: <ul style="list-style-type: none"> ○ At least 15% of all rooms across the development site; ○ All single-aspect dwellings facing west, east, and south; ○ At least 50% of rooms on the top floor; ○ 75% of all modelled rooms will face South or South/west; ○ Strategy that mitigates any risk of crime / noise and / or air pollution in line with the AVO Residential Design Guide, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments). <p>(b) Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter for the lifetime of the development.</p> <p>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.</p> <p><u>Building User Guide</u> Prior to occupation of each plot/block, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property</p>	

Stakeholder (LBH)	Comments	Response
	<p>during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.</p> <p>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</p> <p><u>Living Roofs/Walls – Detailed and Outline</u></p> <p>(a) Prior to the above ground commencement of development by phase/block, details of the living roofs and/or living wall 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:</p> <ul style="list-style-type: none"> i) A roof plan identifying where the living roofs will be located; A ground floor plan identifying where the living walls will be rooted in the ground, if any; ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces); iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, 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; 	

Stakeholder (LBH)	Comments	Response
	<p>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 roofs will not rely on one species of plant life such as Sedum (which are not native);</p> <p>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>viii) A section showing the build-up of the blue roofs (if any) and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</p> <p>(b) Prior to the occupation of 90% of the dwellings of that block, evidence must be submitted to and approved by the Local Planning Authority that the living roofs/walls have 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 roofs/walls have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs/walls shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p>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, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p> <p><u>BREEAM – Detailed and Outline</u></p> <p>(a) Prior to commencement of the relevant block, a design stage accreditation certificate for every type of non-residential category (new build and refurbishment) must be submitted to the Local Planning Authority confirming that the development will achieve a</p>	

Stakeholder (LBH)	Comments	Response
	<p>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.</p> <p>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.</p> <p>(b) Prior to occupation, 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.</p> <p>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.</p> <p>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.</p> <p><u>Climate Change Adaptation – Outline</u> Each application for the first reserved matters relating to Appearance, Layout or Scale submitted by phase/block shall be accompanied by annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</p> <p><u>Circular Economy – Outline</u> Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement in line with the GLA’s Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.</p> <p>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.</p> <p><u>Circular Economy – Detailed and Outline</u> 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.</p> <p>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.</p> <p>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.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Whole Life Carbon – Detailed Outline</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> <p>Further DEN conditions may be added by the DEN Energy Infrastructure Manager.</p> <p>Planning Obligations Heads of Terms (TBC)</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan and Sustainability Review for Phase 1 and all RMAs - Site-wide energy plan - Deferred carbon offset contribution mechanism (and associated obligations for additional and deferred offset contributions), plus a 10% management fee (based on £2,850 per tonne of carbon emissions) - DEN connection (and associated obligations) - DEN connection charge - Heating strategy fall-back option if not connecting to the DEN 	
Regeneration Officer	We’re both ok with the scheme.	

Stakeholder (LBH)	Comments	Response
		Comments have been taken into account.
Nature Conservation Officer	<p>A Strategic Ecology Report bringing together the Preliminary Ecological Appraisal and information collated in RIBA S1 report for the Proposed Development, comprising a desk study search for baseline information on designated sites, habitats and protected species. Lighting & bats Feasibility Report. Collectively seeking preliminary avoidance, mitigation and compensation measures for vegetation, trees, continued roosting opportunities for bats, sensitive lighting strategy, ecological enhancement opportunities measures, SuDS, bat roosts, wildlife rich landscape, Biodiversity Net Gain and good practice construction measures.</p> <p>The Environmental Statement specifies key mitigation measures, biodiversity protection during construction and operational phases. Management plans that would be secured by planning condition. A commitment to implementation of artificial bat roosts, nest-boxes for birds and habitat enhancement of the SINC. Green roofs and bee posts/bricks are also referenced.</p> <p>All have been prepared to current good practice guidance covering relevant legislation and policy</p> <p>Conclusion The report includes mitigation measures to be set out in the Construction Environmental Management Plan & Landscape and Ecological Management Plan. As such, the Construction Environmental Management Plan & Landscape and Ecological Management Plan should be secured by condition with reference to the Ecological Impact Assessment mitigation measures and approved prior to construction. The development seeks to enhance ecological features and the proposed mitigation and enhancement measures are satisfactory.</p>	Comments have been taken into account. Appropriate conditions will be secured.

Stakeholder (LBH)	Comments	Response
Tree Officer	<p>I hold no initial objections, from an arboricultural point of view to the above proposal (full and outlined). However, see my last comment of the e- mail.</p> <p>Overview An Arboricultural Impact Assessment has been carried out by The Environment Partnership with final signed off document dated 22/05/2022. The report has been done to the British Standard 5837: 2012 Trees in relation to demolition, design and construction-Recommendations.</p> <p>After attending site 09/08/2022 at around midday, I concur with much of the report including the tree quality classification. The executive summary leads with the tree population consisting of a wide range of species, including rare, unusual, and large individual specimens throughout the site, and the continuous tree cover on the south boundary. Over 50 tree species, shrubs, managed hedges, and plants were identified giving the site an arboretum feel. Much of the original planting and landscape has been associated with the naming of the current buildings on site.</p> <p>The north part of the site is within the St. Ann's Conservation Area (CA). There is also an individual and woodland (to the south of the site) model Tree Preservation Order (TPO). The deciduous woodland is a habitat of principal importance, and whilst non statutory, it is labelled a site of importance, and nature conservation (SINC).</p> <p>Baseline 226 individual trees, 32 groups, and seven hedges have been surveyed for the whole site. There are 39 trees and four groups within the CA.</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>There is no Ancient Natural Semi Woodland or links to Community Forests however, there is one recognised, due to its unique features, veteran tree on site T196 Hawthorn species. There are no highlighted ancient hedgerows.</p> <p>Tree quality canopy cover statistics: Category A high quality trees = 0.224ha Category B moderate quality trees = 1.329ha (largest amount) Category C low quality trees = 0.6010ha Category U unretainable trees = 0.0289ha</p> <p>Notable trees highlighted are Central lawn area T50, T51, T187, T209, T211, T215, T216, T218, East area T38, T50, T56, T59 and T196, South area T108, T110, T115, Water Tower T134, T135, T138, T140 North area T154, T155, and the adjacent courtyard T152, T159, and T162. TPO trees are T1-T11, T38, T40, T44, T50, T53, T99, T100-T112, T187, T191, T196, and woodland TPO W1</p> <p>Trees for Removal and Retention The individual tree canopy total cover for the surveyed site is 1,0733ha, with group trees 1,109ha, and hedgerows adding 174.6m. The detailed proposal would have the removal of 71 individual trees, 15 tree groups, and 96.5m of hedgerow. This amounts to a canopy loss of 0.5277ha. The outlined component would be a further canopy loss 0.4143ha equating to 43 individual trees and 15 groups or parts of groups as well as 164m of hedgerow. From the above figures there appears to be a discrepancy in the hedgerow figures for the site.</p> <p>There would be the removal of the following in 1a- Cat.A: 2 trees loss of 0.0153ha, Cat. B 46 trees loss of 0.2901ha, Cat.C 22 trees 0.2041ha, and Cat U 2 trees loss of 0.0182ha.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Notable trees to be removed are T13, T134, T152, T159, & T162. TPOd trees to be removed T1- T11 & T53</p> <p>New Plantings It is planned to re plant with 189 new trees in 1a. This would have a new potential cover of 0.2748ha and a net loss of 0.2529ha. 1b, 2, and 3 proposed new planting would be a further 66 large trees, 105 medium trees, and 28 small trees. This would represent an approximate canopy cover at 20 years of 0.2852ha. Whilst there is room for more future planting, this is a net loss, at maturity, of 0.1251ha.</p> <p>Further Information A comprehensive bat survey has been carried out. Five roosts have been marked. Natural England have commented on seeking standing advice regarding licences and mitigation. This will be mandatory. A biodiversity report indicates a 12.2% vis the Biological Net Gain Calculator.</p> <p>Conclusion The trees to be removed are generally short lived small to medium tree species that are replaceable. TPO Woodland trees G14 that are within the SINC have been highlighted for removal. This must be a typo error and mistake. These trees are outside the curtilage of the development and cover the embankment along the rail line.</p> <p>Whilst there is a net loss of 0.3820 if all phases are delivered, the potential canopy growth should compensate for this along with the multi creation of matrix habitats that will improve the biodiversity net gain.</p>	

Stakeholder (LBH)	Comments	Response
	<p>From the Masterplans a wide diverse selection of trees has been selected for the site. This will allow the right cultivars and species for the site, wide all year-round interest, urban fitness, contrast, and canopy shape.</p> <p>The re plant trees will come in various sizes for instant impact and the smaller standard trees will establish over time with less risk of experiencing transport shock.</p> <p>Much of the new planting keeps in place the association with the named structures, new concepts, and the arboretum feel throughout the location.</p> <p>We will also require:</p> <p>A five year tree care after plan for limiting the loss and establishing independence within the landscape for the trees.</p> <p>A condition to replant for the loss of trees and areas highlighted for future tree planting.</p> <p>An on board Arboriculturist throughout the length of the project and for a period afterwards.</p> <p>Arboricultural method statements (AMS) for all and any works, operations, utilities, landscaping, and surfacing within the root protection areas (RPAs).</p> <p>Until we have assurance that the removal of G14 is a mistake, I cannot fully approve the scheme.</p> <p>Additional comments:</p> <p>1. If this [loss of G14] was decided at a pre- application stage with a small loss of SINC but also an extended area this appears acceptable.</p> <p>Many of the understory, category U removal for the delivery of the scheme should have regeneration from the seedbank at a later stage after completion.</p>	

Stakeholder (LBH)	Comments	Response
	<p>2) It will be for the applicant's agent to configure overall canopy future net gain and proposal for further planting.</p> <p>3) Hedgerow in the grand scheme compared to tree canopy is agreeable</p> <p>Further comments:</p> <p>As an overall AMS this is enough and can be conditioned.</p> <p>Should there be the need to carry any works within the RPA this can be discussed at the time.</p> <p>We would like the on board Arboriculturist to be available until completion for a project of this size.</p>	
Building Control Officer	No objections received.	Comments noted.
Flood and Water Management Officer	<p>Having reviewed the applicant's submitted document in form of Flood Risk Assessment and Drainage Strategy Report, N15301-PAM-ZZ-ZZ-RP-C-00001 Included:</p> <ul style="list-style-type: none"> a) Appendix A Topographical Survey b) Appendix B Thames Water Sewer Records c) Appendix C GPR Survey Drawings d) Appendix D Scheme Plans e) Appendix E Existing and Proposed Impermeable Area Plans f) Appendix F Greenfield Run-off Rates g) Appendix G Infiltration Test Results 	<p>Comments have been taken into account.</p> <p>Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>h) Appendix H Proposed Drainage Drawings i) Appendix I Hydraulic Calculations j) Appendix L Thames Water Pre-Planning Enquiry</p> <p>We have the following comments to make on the submitted drainage proposals :</p> <ol style="list-style-type: none"> 1) Surface Water hydraulic simulations to be rerun to include a sensitivity check with a surcharged outfall into the existing TW sewer in St Ann's Road. 2) Appendix B, TW mapping shows 305mm Diameter outfall pipe from the site into St Ann's Road. This is confirmed in clause 2.1.1 (B). However, clause 8.0.2 states a 225mm Diameter outfall pipe to St Ann's Road. Confirmation by inspection of the existing pipe size for connection is requested. 3) Appendix K, we request that the applicant includes a drawing indicating proposed Exceedance Flood Flow paths showing, Proposed Surface and FFL levels. <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p> <p>Additional comments:</p> <p>I have had a looked at the revised FRA and the relevant Appendices. We have no objection on this application and Happy for it to be approved subject to standard conditions of Drainage and it's maintenance.</p>	

Stakeholder (LBH)	Comments	Response
Waste Management Officer	<p>A pre application meeting to discuss this application and the operational waste management strategy (OWMS) for this development on the former St Anns Hospital site took place on 1st December 2021 with representatives from the council's waste and planning team present. The proposed waste strategy was discussed and the elements that did not completely comply with the councils current SPD, centring around the drag distances of bins from the proposed bins stores to the collection vehicle at the villa plots G and J being marginally above the specified 10m were looked at with alternative options suggested.</p> <p>This is a comprehensive OWMS which acknowledges national guidance, industry best practice and LB Haringey specific requirements as set out in our SPD. Access across the site, bin store sizing and drag distances, including that for blocks G and J, are all acceptable. An adjustment will need to be made in the type and number of communal food waste bins set out within the strategy. Guidance regarding food waste containment has been adjusted since the application was submitted with 140l wheeled bins now used in place of 360l bins (1 x 140l bin per 20 units). These will sit in the footprint on the 360l bins that have been allowed for within the bins stores of this development.</p> <p>The individual houses will be provided with fortnightly refuse collection (240l wheeled bin) and weekly mixed dry recycling (240l wheeled bin) and food waste collections (23l external caddy). The communal bins for all waste streams serving the flatted units in the blocks will be collected weekly (1100l bins for refuse and mixed dry recycling, 140l wheeled bins for food waste).</p> <p>Given the involvement of the waste team in pre application discussions and the acknowledgement of the comments from waste and planning officers during this which has been worked into the OWMS I can confirm that this can be supported</p> <p>Additional comments:</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>Regarding this additional information provided the applicant showing how provision for food waste within each communal refuse store has been accommodated given the need to change from 360l bins to 140l bins.</p> <p>I can confirm that this is acceptable with the waste team.</p>	
Pollution Officer	<p>Revised comments:</p> <p>Having considered all the relevant submitted supportive information i.e. Demolition Environmental Management Plan with reference WIE 18513 – 105 – R - 5 – 3 – 3 – DEMP prepared by Waterman Infrastructure & Environment Limited dated October 2022, Demolition & Construction Logistic Plan for Phase 1A/1B with reference WIE 18513.104.R.7.3.1.DCLP also prepared by Waterman Infrastructure & Environment Limited dated October 2022, Energy Statement prepared by XCO2 dated May 2022 with the proposed energy source for the development to be 100% Air Source Heat Pumps (ASHPs), Air Quality Assessment with reference 444238-01 (01) prepared by RSK Ltd dated May 2022 taken note of sections 3 (Assessment Scope & Methodology), (Baseline Air Quality Characterisation), 5 (Impact Assessment), 6 (Mitigation Measures & Residual Impacts) and 7 (Conclusions) and Contaminated Land Assessment with reference CLA – 21914J – 22 – 151 prepared by IDOM Ltd dated May 2022 taken note of sections 2 Phase 1 (Non – Intrusive Investigation), 4 (Ground Conditions), 5 (Environmental Assessment), 6 (Risk Assessment), 7 (Updated Conceptual Model), 8 (Detailed Remediation Strategy), 9 (Validation Reporting) and 10 (Conclusions), please be advise that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>However, the applicant is advise that; a minimum of 450mm clean cover will be require for the communal landscaping rather than the proposed 300mm in the</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>remedial strategy whilst the private gardens remain 600m as submitted in section 8.5.2 of the contaminated land report.</p> <p>Moreover, whilst the attached Demolition Environmental Management Plan and Demolition & Construction Logistic Plan are noted and can form part of the information required for discharging the attached Demolition/Construction Environmental Management Plans condition, applicant will need to provide all the additional relevant information as it relates to the construction work for the development whilst also not neglecting information as it relates to proof of NRMM registration, Considerate Constructors Scheme registration as well as monitoring locations for dust and access to such monitoring results during the demolition and construction phase of the development.</p> <p>1. <u>Land Contamination</u></p> <p>Using the information already provided in section 8 (Detailed Remediation Strategy), of the Contaminated Land Assessment with reference CLA – 21914J – 22 – 151 prepared by IDOM Ltd dated May 2022, the applicant shall undertake before the occupation of the development:</p> <p style="padding-left: 40px;">a. All remediation work detailed in the report with a verification report that the required works have been carried out. This shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><u>Reason:</u> 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</p>	

Stakeholder (LBH)	Comments	Response
	<p>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. 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.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>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 NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>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</p>	

Stakeholder (LBH)	Comments	Response
	<p>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.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. <u>Demolition/Construction Environmental Management Plans</u></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> <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> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>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;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p> <p>v. Details of the waste management strategy;</p> <p>vi. Details of community engagement arrangements;</p>	

Stakeholder (LBH)	Comments	Response
	<p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p> <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> <p>i. Dust Monitoring and joint working arrangements during the demolition and construction work;</p> <p>ii. Site access and car parking arrangements;</p> <p>iii. Delivery booking systems;</p> <p>iv. Agreed routes to/from the Plot;</p> <p>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</p> <p>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</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>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);</p>	

Stakeholder (LBH)	Comments	Response
	<p>v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>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>Informative:</p> <ol style="list-style-type: none"> 1. Prior to the demolition or construction on the existing land, 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. 	
Public Health	<p>1. Housing quality and design Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of affordable housing, responding to local housing needs - Good design through layout, orientation, and meeting space standards - Adaptable and accessible housing included <p>Comments: The development delivers mixed-use tenure and affordable housing (60% of homes are affordable by unit). The development will provide 90% M4(2) compliant dwellings and</p>	Comments have been taken into account.

Stakeholder (LBH)	Comments	Response
	<p>10% M4(3) compliant dwellings. The accessible units are spread across the development on different tenures. The proposal includes 38 homes for older adults (over 55s) with shared communal facilities on the ground floor of the building.</p> <p>2. Access to healthcare services and other social infrastructure Key things we would like to see:</p> <ul style="list-style-type: none"> - Nearby healthcare facilities e.g., GPs, Pharmacies - Access to a range of education establishments - Access to dedicated community space <p>Comments: The HIA clearly states the proximity to healthcare facilities, with capacity details, and proximity to education establishments. The HIA also references local dental practices within 1km of the site.</p> <p>Colleagues from NHS North Central London ICB have been consulted and submitted a response.</p> <p>3. Access to open space and nature Key things we would like to see:</p> <ul style="list-style-type: none"> - Access to parks - Play areas inclusive of all ages especially young children and adolescents - Range of formal and informal play spaces and equipment which should be age appropriate. The location of open spaces should avoid isolating specific areas and spaces to increase safety - Opportunities to integrate play spaces with other related health and environmental programmes such as food growing - Type of trees used to improve air quality and provide areas of shade - Opportunities for more greening e.g., green roofs and walls 	

Stakeholder (LBH)	Comments	Response
	<p>Comments: 20% of St Ann's ward is made up of open space, below the Haringey (25.2%) and London (27.2%) averages¹. The St Ann's ward has the fifth smallest proportion of open space of all Haringey wards and therefore, it is important to retain and grow green space throughout the site.</p> <p>Though the development is easily accessible to Chestnuts Park, it is good to see further opportunities for green and open space throughout, and the enhancement of the existing Peace Garden.</p> <p>There are formal and informal play opportunities throughout the site for under five years and five to 11 years. We would like to see the proposals detail the provision being provided for 12-16 years (i.e. Down Lane park nearby). It is important that there is play opportunity for all at this development.</p> <p>4. Air quality, noise and neighbourhood amenity Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of green space and trees can improve air quality and act as a noise barrier in urban areas - Construction management plans should lessen construction impacts, particularly air quality, construction traffic movements, noise levels, hours of working <p>Good design and the sensitive location and orientation of residential units can lessen noise impacts</p> <p>Comments: The HIA recognises the impact dust and particulate matter can have during the construction period and demonstrates the management of air quality and noise through a CEMP, to be prepared and secured prior to the start of construction.</p>	

¹ Haringey Council, (2020), *Haringey Ward Profile St Ann's*

Stakeholder (LBH)	Comments	Response
	<p>5. Accessibility and active travel Key things we would like to see:</p> <ul style="list-style-type: none"> - Details on the design of the secure cycle storage - Cycle storage for all users <ul style="list-style-type: none"> o Include larger cycle storage and enough space between o Easily accessed through no more than two sets of doors and well located (no narrow doorways and tight corners) - Promote cycling and walking as a sustainable option, connecting routes to wider networks <p>Comments: The proposal includes short and long stay cycle storage in secure and covered areas. It is encouraging to see of 5% spaces are fit for larger cycles (large enough to accommodate cargo bikes).</p> <p>The inclusion of welcome packs for future residents is a great idea particularly, as it aims to include information on sustainable and active travel – hopefully this will include all surrounding transport links (e.g., train station and bus stops). It would be useful to include location of healthcare services and other local provisions (e.g., community, leisure and active opportunities). Smokefree Housing – impact of smoking in homes on home maintenance and health impacts and support to stop smoking. Public Health would support this section if needed.</p> <p>6. Crime reduction and community safety Key things we would like to see:</p> <ul style="list-style-type: none"> - Development proposals incorporate ‘secured by design’ principles - Clear sight lines - Active use of public spaces with effective lighting 	

Stakeholder (LBH)	Comments	Response
	<p>Comments: It is encouraging to read in the HIA the incorporation of measures to ensure residents and visitors feel safe such as lighting systems, clear pathways and active frontages throughout.</p> <p>7. Access to healthy food Key things we would like to see: - Planning can assist by preserving and protecting areas for small-scale community projects and local food production, including allotments.</p> <p>Comments: The proposal states food growing, and edible planting is a key part of the development and the key shows sites for a growing hub, orchards, forest garden and residential courtyards that will include raised beds for food growing. This is very encouraging to see, offering opportunities for residents to be involved in food growing with access to some home-grown produce. It is good to see sites scattered throughout the development.</p> <p>We look forward to seeing how food growing on residential courtyards will be offered to residents.</p> <p>8. Access to work and training Key things we would like to see: - Providing job opportunities for all levels, apprenticeships to professionals</p> <p>Comments: 8.9% of St Ann's residents are unemployed. This is slightly higher than both the Haringey (8.6%) and London (7.3%) averages. We look forward to seeing more details on the provision of job opportunities and apprenticeships to the local population, through the commitment to sourcing construction workforce from the local area, and to support the</p>	

Stakeholder (LBH)	Comments	Response
	<p>8.9% unemployment rate and doing this with the support of colleagues working in Haringey Council.</p> <p>9. Social cohesion and lifetime neighbourhoods Key things we would like to see:</p> <ul style="list-style-type: none"> • Mixed-use developments in residential neighbourhoods can help to widen social options for people. • Intergenerational mixing to improve community cohesion and inclusive and Age-friendly design • Connectivity and permeability reducing community severance <p>Comments: The inclusion of housing for older people, adaptable homes and a high % of affordable units will create opportunity for intergenerational mixing, inclusive and age-friendly development.</p> <p>10. Minimising the use of resources Key things we would like to see:</p> <ul style="list-style-type: none"> - Require standards and criteria on hazardous waste disposal, recycling and domestic waste to that development proposal <p>Comments: Standards met.</p> <p>11. Climate change Key things we would like to see:</p> <ul style="list-style-type: none"> - The design proposal ensures that new housing and public realm can adapt to changes in temperature - Sustainable urban drainage systems in place to reduce the risk of flooding 	

Stakeholder (LBH)	Comments	Response
	<p>Comments: <i>Standards met.</i></p> <p>Conclusion The ethos of ‘People and Landscape first’ and developing a landscape of biodiversity and play is very encouraging from a public health perspective. The focus on people and their relationship with the green spaces on the site will ensure new residents are in good stead at using active travel, engaging with the outdoors and promotes a healthy place to live.</p> <p>The inclusion of a Health Impact Assessment ensures any negative impacts are minimised, whilst maximising positive health promoting environments.</p> <p>In conclusion, we believe this to be a comprehensive development that takes in to account the impacts on health and wellbeing of future residents, and we support the proposal.</p>	
Policy Officer	<p><u>Principle and Quantum of development</u></p> <p>Policy SP1 of the Local Plan Strategic Policies document sets out that the Council will promote development within Growth Areas and Areas of Change. The site allocation for this site sets out further details for the site including delivering a minimum of 456 residential units plus 5,100-sqm of other uses to enable a rationalisation and enhancement of the health facilities. An application for enhanced facilities on site was granted in 2018 and is now complete. Further works are ongoing to refurbish existing buildings. Policy SP14 of Haringey’s strategic policies seeks to improve and protect health facilities, and alongside Policy S1 of the London Plan would resist the loss of health facilities unless re-provision is not needed or the loss would enable development of alternative or improved services. This principle is also set out within the site allocation.</p>	Comments taken into account.

Stakeholder (LBH)	Comments	Response
	<p>In this case, taking into account recent completed and ongoing works, the release of this site for development has been confirmed by the NHS to result in investment in refurbishment of buildings on the retained hospital campus to the east of the application site as well as the new, purpose-built mental health facility. The policy position (SP14 and LPS1) in this regard is therefore satisfied and the principle of residential and other uses being introduced onto this site is acceptable.</p> <p>Whilst the quantum of residential development is above the minimum in the site allocation, the site is a major development opportunity and can contribute to the Borough's housing target and as such is an important positive consideration. Policy SP2 of the Local Plan Strategic Policies document sets out that high quality new residential development in Haringey will be provided by ensuring that new development, amongst other things, meets the density levels set out in the Density Matrix of the London Plan. In July 2021 the Mayor published the new London Plan. This moves away from the use of a density matrix to a more holistic approach to making the best use of land and achieving sustainable densities. Policy D3 seeks to optimise site capacity through a design-led approach. This approach is consistent with policy DM11 of the Council's Development Management DPD which expects optimum housing potential of a site to be determined through a rigorous design-led approach. The quantum of 995 residential units can therefore be supported in principle, subject to detailed comments on the form and massing from the Council's Design Officer.</p> <p>With regards to the commercial and community floorspace proposed (flexible Class E /F1 and F2) of which a substantial component (3,905sqm) is proposed in refurbished existing buildings, which are located to the entrance of the development site and will help create a key destination for the new neighbourhood. The site allocation quantum for town centre floorspace is 148m2. The proposed quantum here is significantly above this, although noting that the proposed uses include workspace and community floorspace. London Plan Policy SD6 and Haringey Policy DM41 direct major new retail development to existing</p>	

Stakeholder (LBH)	Comments	Response
	<p>town centres. Given the flexible and wide ranging uses proposed it may lead to one type of town centre use arising that would trigger a need for an impact assessment on existing centres, therefore a commercial uses strategy should be secured. Generally however given the place-making objectives of the scheme, and the quantum of residential units, the proposed range of non-residential uses can be supported in helping to create a new community and would be appropriate in scale.</p> <p>The residential led development as enabling development for the redevelopment of the retained hospital generally accords with the Local Plan Strategic Policies document and relevant Site Allocation guidance and the principle of the proposal is therefore considered acceptable.</p> <p><u>Affordable Housing</u></p> <p>The application documentation indicates the development will deliver a minimum of 60% affordable housing by habitable room, which exceeds the Councils target of 40%. 54% of the homes will be London Affordable Rent and 46% intermediate. The Council's target is for 40% of the affordable units to be intermediate products within this area and 60% to be affordable rent. The quantum exceeds the Borough target and the mix is within a few percent of the target and thus the quantum and mix can be supported.</p> <p><u>Transport & Access</u></p> <p>We note that detailed comments will be provided by the Transport team in connection with the application. The creation of a pedestrian and cycle link through this site to Warwick Gardens is in accordance with the site requirements and is supported.</p> <p><u>Amenity and Biodiversity</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>The scheme will achieve an urban greening factor of 0.42 which exceeds London Plan Policy G5s target, and would also secure biodiversity net gain. This is supported.</p> <p><u>Flood Risk</u></p> <p>Comments on flooding and water management generally are reserved to the Council's drainage team.</p>	
Communities and Housing Support	<p>Just a couple of comments for me as my team had oversight of the internals before planning submission was made. and are happy with the proposed supported living schemes.</p> <p>1) Looking at the roof plan it is not easy to determine the number of PV's being included in the scheme. It is estimated that approximately 12% of residents over 60 are living in fuel poverty with this increasing for those with reduced mobility and long term health issues therefore I would be interested in understanding the impact of the sustainability measures being put into the C1 building and how this would benefit our residents?</p> <p>2) Outside the C1 building there is currently parking space provision. However many supported housing residents are reliant on taxi's and hospital transport to attend appointments and go shopping etc. Therefore, it would be useful for one of the parking spaces to be designated collection/drop off point rather than parking to prevent vehicles blocking the road.</p>	<p>Comments taken into account. Appropriate conditions will be secured.</p>

Stakeholder (External)	Comments	Response
Greater London Authority	*Comments provided in full in Appendix 4 below*	See below.
Transport for London	<p>I write to provide detailed strategic transport comments on this application reference 2022/0557. These reflect the matters raised in the GLA Stage 1 Planning Report GLA/2022/0557/S1/01 dated 30 August 2022. Please note that these comments are additional to any response that you may have received from colleagues within different parts of the Transport for London.</p> <p>Summary</p> <ul style="list-style-type: none"> - Further details on proposed highways and public realm works required. - Further detail on cycle parking required. - Improvements to travel plan required. - Revised trip generation and public transport impact assessment. <p>- Details on car parking ratio for each phase.</p> <p>Site location and context</p> <p>The site is bound by the B152 St Ann's Road to the north of the site, Warwick Gardens to the west, and Hermitage Road to the east. The London Overground Gospel Oak to Barking Reach railway viaduct is to the south. The nearest section of the Transport for London Road Network (TLRN) is the A503 Seven Sisters Road, 850 metres east. The A105 Green Lanes is part of the Strategic Road Network (SRN), 650 metres west.</p> <p>The site has a maximum public transport access level (PTAL) of 2 adjacent to St Ann's Road, served by the 67 and 341 bus routes. The site is not within PTAL walking distance of any stations but is approximately 1.1km from both Harringay Green Lanes London</p>	Comments noted. Conditions and planning obligations as appropriate would be secured.

	<p>Overground station, and Seven Sisters rail and underground station. The site is located approximately 1km to the west of Cycleway 1 at Tottenham High Road.</p> <p>Vehicular, pedestrian and cyclist access</p> <p>The proposals would retain the existing vehicle access point from St Ann’s Road as a pedestrian and cyclist route only. The proposal would also introduce two vehicular access points to the east and west of the current site to St Ann’s Road. However, it is not clear whether this would impact existing bus stops on this road and this should be clarified as any changes to bus assets would need to be agreed with TfL.</p> <p>The site has a wider pedestrian, cyclist and vehicular access is supported and the applicant should provide further details with regards to the new access point to the south-west of the site. This should confirm that the design would align with the Healthy Streets agenda particularly at night and have 24hour access.</p> <p>TfL would also expect the applicant to demonstrate how the site would link in to existing/ proposed cycle routes, facilitating and encouraging cycling as per London Plan Policy T5 point A.</p> <p>The applicant should also show the wider pedestrian, cyclist and vehicular access through the site during the different construction phasing programme.</p> <p>Highway works, public realm improvements and wayfinding</p> <p>Given the scale of the proposals, the applicant is proposing works to the borough highway to compliment with the emerging low traffic neighbour to the north and is expecting to contribute to improve St Ann’s Road between Green Lanes and Seven Sisters Road. TfL requests further information on this element on order to understand any impact on bus infrastructure. TfL welcomes the production of the detailed Healthy Streets TA and ATZ assessment. The ATZ assessment identified 6 key routes which were agreed with TfL. It is considered that the applicant should agree any necessary improvements with Haringey Council and the improvements should be inline with the relevant guidance.</p> <p>TfL also welcome the new proposed link to Warwick Gardens and Stanhope Gardens, the link will come forward with the outline phase of development and will create a convenient walking and cycling route to Haringey Green Lanes and further increasing the PTAL of the site. TfL strongly support this link and this link should be secured via s106 agreement.</p>	
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	<p>The applicant should also develop a wayfinding strategy for the wider masterplan site and surrounding areas to and from public transport hubs as new cycle and pedestrian links emerge. Any highways improvements or works should be secured via the appropriate mechanism.</p> <p>Car parking & Controlled Parking Zone</p> <p>The applicant is proposing a car lite scheme with a proposed parking ratio of 0.17 per dwelling, based on 995 homes which equates to a total of 156 spaces (including blue badge). TfL notes that this is London Plan compliant given the current and proposed PTAL for the outer London site. However, TfL seek clarity on the ratio for each detailed and outline phase. Regarding blue badge parking, the applicant is proposing 3% from the outset and an additional 2% if demand was to arise. It is noted that this was agreed with TfL and the London Borough of Haringey.</p> <p>The applicant has created a Car Park Management Plan (CPMP) for the submission. Whilst this is welcomed, the plan should provide further information on the allocation of parking spaces. TfL suggests that the proposed split of the provision between private and affordable housing should be revised. It is noted that future occupants will have a 'right/permit' to park on site, details regarding reviewing these permits should be provided as part of the plan. Car parking quantum's (including BB) for the commercial seem acceptable for wider masterplan.</p> <p>The site is not currently within a Controlled Parking Zone (CPZ) given the current land uses. Given the proposed parking strategy, the applicant should work with the Haringey Council to implement CPZs for this area to reduce any overspill parking and limit additional vehicle use. It is noted that the applicant is proposing 20% active and 80% passive provision for Electric Vehicle Charging Points (EVCP's). Whilst this is policy compliant – TfL would encourage 100% active for all spaces.</p> <p>In addition to the above, all future occupants of the site would be exempt from applying for parking permits and this would be secured via S106.</p> <p>Cycle parking</p> <p>The applicant is committed to providing long and short stay cycle parking in accordance with the London Plan and London Cycle Design Standards across the whole site which is welcomed by TfL. However, it is requested that the applicant provides clarification that the</p>	
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compliance for residential and commercial cycle parking in accordance with the LCDS. The applicant should also provide details on short stay cycle parking locations.

Regarding the outline application, TfL request further information on the expected layouts of the cycle parking. TfL would like clarification that the outline application area can accommodate London Plan complaint cycle parking spaces and this should be shown on plan.

Trip generation, highway impact and Vision Zero

TfL have a number of concerns over trip generation, highways impact and from a vision zero perspective.

Paragraph 3.11.4 shows that there are several collisions in hotspots through the local network, this should be investigated further from a Vision Zero perspective and seek changes to address these.

Table, 3.10 of the TA show mode share rates for inner London. However Haringey is defined as an outer London borough in the London Plan and this should be amended accordingly.

Table 6.4 shows the breakdown of an inner London site, which is inaccurate. Table 6.5 shows person trips which a deemed acceptable.

Table 6.6 shows expected trip rates for buses reduced from 16% to 7% and 42% walking mode share. TfL consider that the mode of travel should vary with time of travel, so higher walking share in the morning due to school travel, but more rail/bus trips because of the greater share of commuters. TfL would like to understand the basis of table 6.8.

Table 6.17 shows more bus trips than include in Table 6.18 and 6.19. It appears the applicant has underestimated the gross bus trips and may have reduced them further. For bus colleagues assessing the impact they do that against the current baseline. So, if the net away the 2014, then we still need to know the additional bus demand arising this development including the 2014 assumptions.

The applicant needs to address the above comments for TfL to be able to understand the impact on public transport.

Public realm proposals and active travel

The improvements of public realm within the site are welcomed. However, the applicant should work with London Borough of Haringey, reviewing the ATZ assessment to provide any potential improvements which may be required. TfL welcome further discussions with

	<p>the London Borough of Haringey and the developer to highlight the improvements. Any highways improvements should be secured by section 106 or 278 agreement as appropriate. As part of wayfinding, Legible London signage should also be updated/replaced/introduced on key routes to improve way finding to this proposed local destination. TfL welcomes further discussions upon this.</p> <p>Travel planning An outline travel plan setting out a range of measures to encourage active and sustainable travel has been submitted for the residential element of wider</p> <p>masterplan. Officers note that several positive initiatives are included to boost active travel but further targets should be provided. In addition to this, the applicant has failed to provide information for the commercial travel plan of the scheme. Details of travel planning measures and targets should be discussed further prior to determination. The final travel plan should be secured within the s106 agreement in accordance with London Plan policy T4.</p> <p>Delivery & servicing A Delivery and Servicing Plan (DSP) has been submitted as part of the submission. The management, overall level of servicing and locations are considered acceptable. However, the applicant should provide information on delivery and servicing whilst the different phases are being built. The applicant should identify whether the areas would be marked or signposted. The final DSP should be secured by planning condition.</p> <p>Construction The applicant has provided an Outline Construction Logistics Plan as part of the submission documents. The plan sets out indicative information about the construction programme including vehicle access routes, number of estimated construction vehicles and other measures. Whilst TfL welcome the production of the document, TfL request further details and swept path analysis over for vehicles entering and exiting the site. Given the sheer volume of expected vehicles the plan should go into further detail for each phase and on site. In addition to the above, the plan should restrict delivery times from peak hours and school/start finishing times. The applicant should also clarify that all construction vehicles will</p>	
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	<p>be Direct Vision Standard complaint. The applicant should also provide information on the construction staff facilities and cycle parking.</p> <p>The applicant should review their submission and update their CLP in accordance with TfL's latest guidance. The document should consider cyclist, pedestrians, and other road users. The final CLP should be secured by planning condition and TfL should be consulted prior to any commencement of works and reviewed at each stage.</p> <p>I trust that this provides you with a clear understanding of TfL's current position regarding the application.</p> <p>Kind regards, George Snape Area Planner – TfL Spatial Planning Email: GeorgeSnape@tfl.gov.uk</p>	
National Planning Casework Unit	<p>I acknowledge receipt of the environmental statement relating to the above proposal. I confirm that we have no comments to make on the environmental statement.</p>	<p>Comments noted.</p>
Network Rail	<p>Thank you for consulting Network Rail (NR) regarding the above planning application. Please see below the informative suggested by our Asset protection Team (ASPRO);</p> <p>Item 1. Issues - Encroachment on the boundary fence, interference with sensitive equipment, space for inspection and maintenance of the railway infrastructure.</p> <p>Reasons/Mitigations: The developer / designer must ensure that the development line is set back from the Network Rail fence line to achieve sufficient gap / space to inspect and maintain Network Rail fence line and provide an access for inspection and maintenance of the proposed development or other assets in the future without imposing any risks to the operational railway. This would normally be 2-5m from the boundary fence depending on the adjacent NR assets or boundary fence.</p> <p>Item 2. Issues - Stability of railway infrastructure and potential impact on the services.</p> <p>Reasons/Mitigations:</p>	<p>Comments taken into account and informatives secured.</p>

	<p>Existing railway infrastructures including embankment should not be loaded with additional surcharge from the proposed development unless the agreement is reached with Network Rail. Increased surcharge on railway embankment imports a risk of instability of the ground which can cause the settlement on Network Rail infrastructure (Overhead Line Equipment / gantries, track, embankment etc.).</p> <p>Item 3. Issues - Potential buried services crossing under the railway tracks. Some of the services may be owned by Network Rail or Statutory Utilities that may have entered into a contract with Network Rail.</p> <p>Reasons/Mitigations: The developer is responsible for a detailed services survey to locate the position, type of services, including buried services, in the vicinity of railway and development site. Any utility services identified shall be brought to the attention of Senior Asset Protection Engineer (SAPE) in Network Rail if they belong to railway assets. The SAPE will ascertain and specify what measures, including possible re-location and cost, along with any other asset protection measures shall be implemented by the developer.</p> <p>Item 4. Issues - Proximity of the development to the Network Rail infrastructure and boundary fence and adequate space for future maintenance of the development.</p> <p>Reasons/Mitigations: The developer must ensure any future maintenance does not import the risks to the operational railway. The applicant must ensure that the construction and subsequent maintenance of their development can be carried out without adversely affecting the safety of operational railway.</p> <p>Item 5. Issues - Collapse of lifting equipment adjacent to the boundary fence/line.</p> <p>Reasons/Mitigations: Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling adjacent to the running line'. Collapse radius of the cranes should not fall within 4m from the railway boundary unless possession and isolation on NR lines have been arranged or agreed with Network Rail.</p>	
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	<p>Item 6. Issues - Collapse of temporary structure near the railway boundary and infrastructure.</p> <p>Reasons/Mitigations: Any temporary structures which are to be constructed adjacent to the railway boundary fence (if required) must be erected in such a manner that at no time will any item fall within 3 metres from the live OHLE and running rail or other live assets. Suitable protection on temporary works (for example: Protective netting around scaffold) must be installed.</p> <p>Item 7. Issues - Piling adjacent to the railway infrastructure if any. Issues with ground movement affecting the track geometry and surrounding ground and structure stability.</p> <p>Reasons/Mitigations: The developer must ensure that any piling work near or adjacent to the railway does not cause an operational hazard to Network Rail's infrastructure. Impact/Driven piling scheme for a development near or adjacent to Network Rail's operational infrastructure needs to be avoided, due to the risk of a major track fault occurring. No vibro-compaction/displacement piling plant shall be used in development.</p> <p>Item 8. Issues - Trespasses and unauthorised access through an insecure or damaged boundary fence.</p> <p>Reasons/Mitigations: Where required, the developer should provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. Network Rail's existing fencing / wall must not be removed until it is agreed with Network Rail.</p> <p>Item 9. Issues - Interference with the Train Drivers' vision from artificial lighting and human factor effects from glare.</p> <p>Reasons/Mitigations: Any lighting associated with the construction works (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.</p> <p>Item 10. Issues - Errant vehicle onto the railway land.</p>	
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	<p>Reasons/Mitigations: If there is hard standing area / parking of vehicles area near the property boundary with the operational railway, Network Rail would recommend the installation of vehicle incursion barrier or structure designed for vehicular impact to prevent vehicles accidentally driving or rolling onto the railway or damaging the railway lineside fencing.</p> <p>Item 11. Issues - Potential impact on the adjacent railway infrastructure from the construction activities.</p> <p>Reasons/Mitigations: The applicant shall provide all construction methodologies relating to works that may import risks onto the operational railway and potential disruption to railway services, the assets and the infrastructure for acceptance prior to commencing the works. All works must also be risk assessed to avoid disruptions to the operational railway.</p> <p>Item 12. Issues - Structural stability and movement of Network Rail Assets.</p> <p>Reasons/Mitigations: Network Rail's infrastructures should be monitored for movement, settlement, cant, twist, vibration etc if there are risks from the proposed development (if there the proposed development import these risks in the operational railway) to mitigate the risk of adverse impact to the operational railway in accordance with Network Rail standard 'NR/L2/CIV/177 - Monitoring track over or adjacent to building or civil engineering works'.</p> <p>Item 13. Issues - Invasive or crawling plants near the railway.</p> <p>Reasons/Mitigations: The developer must ensure that the locations and extent of invasive plant (if any, for example: Japanese Knotweed) are identified and treated in accordance with the current code of practice and regulations if exists on site. Any asbestos identified on site should be dealt in accordance with current standard, Health and Safety Guideline and regulations by the developer.</p> <p>Item 14. Issues - Environmental pollution (Dust, noise etc.) on operational railway.</p> <p>Reasons/Mitigations: Contractors are expected to use the 'best practical means' for controlling pollution and environmental nuisance complying all current standards and regulations. The design and construction methodologies should consider mitigation measures to minimise the generation of airborne dust, noise and vibration in regard to the operational railway.</p>	
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	<p>Item 15. Issues - Close proximity to Level Crossing: close proximity .</p> <p>Reasons/Mitigations: Traffic management should be in place and carefully mitigated any traffic jam near level crossing .</p> <p>Network Rail strongly recommends the developer contacts the Asset Protection Team AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/</p>	
London Overground	No comments received.	Noted.
Health & Safety Executive	<p>Headline response from HSE Headline Response from HSE'content'</p> <p>1. Substantive response for the local planning authority Thank you for consulting HSE about this application. Nature of ResponseAdvice provided to the planning authorityNature of Response Scope of consultation 1.1 It is noted the above application is for the Hybrid Planning Application seeking permission for: 1.4 For the avoidance of doubt, the headline of this substantive response relates to Phase 1A (Blocks C2, C3, and D3) of the development, which comprises of residential blocks of flats. The relevant buildings have an uppermost floor height of 19.125m, 19.125m, and 25.425m respectively. These are relevant buildings for which a fire statement and detailed drawings have been submitted. It is noted that these three residential blocks</p> <p>1.2 1) Detailed planning for Phase 1A, for:</p>	Comments have been taken into account and conditions secured as appropriate.

	<p>a) The change of use, conversion and alteration of seven existing hospital buildings within Phase 1A for a flexible range of uses (Use Class E, F1 / F2);</p> <p>b) The demolition of some existing buildings (in accordance with the demolition plan);</p> <p>c) The erection of new buildings for residential uses (Use Class C3); and</p> <p>d) Alterations to the existing access road and installation of new vehicular, pedestrian and cycle accesses; landscaping including enlargement of the Peace Garden, associated car and cycle parking spaces and servicing spaces.</p> <p>2) The demolition of existing buildings and structures in Phases 1B, 2 and 3 (in accordance with the demolition plan);</p> <p>3) Outline planning (all matters reserved except access) for Phases 1B, 2 and 3 for:</p> <p>a) The erection of new buildings for residential development (Use Class C3), commercial business and service (Use Class E), and local community and learning (Use Class F1/F2); and</p> <p>b) Associated pedestrian and cycle accesses; landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC) car and cycle parking spaces and servicing spaces.</p> <p>1.3 The new-build elements of Phase 1A of the St. Ann's New Neighbourhood comprises four new blocks of flats and two rows of terraced dwellinghouses as described below:</p> <p>Plots A1 and A2 terraced dwellinghouses (G+2) with a top storey height of 6m;</p> <p>Plots B1 and B2 terraced dwellinghouses (G+2) with a top storey height of 6m;</p> <p>Block C1 (G+4) with a top storey at 12.825m above ground level;</p> <p>Block C2/C3 (G+6) with a top storey at 19.125m above ground level;</p> <p>Block D3 (G+8) with a top storey at 25.425m above ground level; and</p> <p>Block D1/D2 (G+5) with a top storey at 15.975m above ground level.</p> <p>each contain a single stair representing the escape stair as well as the firefighting access route to the upper floors.</p>	
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	<p>1.5 Regarding the second part of the hybrid application for the outline application, it is noted on the design and access statement that the layout, scale, appearance and landscaping are reserved matters.</p> <p>1.6 Therefore, HSE is unable to provide a full comment for this part. Should the Local Planning Authority be minded to grant outline planning permission, we strongly recommend the following:</p> <p>Outline planning permission</p> <ul style="list-style-type: none">• the outline planning permission is subject to a suitable condition requiring the submission of a satisfactory fire statement with any reserved matters application, and• that HSE is consulted in conjunction with the Local Planning Authority's consideration of any reserved matters application. 1.7 This would ensure the purpose of HSE being made a statutory consultee for such applications is achieved. <p>1.8 It is recommended that the applicant uses the fire statement form available on gov.uk to provide the fire safety information.</p> <p>2.1 It is noted within the application documents provided that the single staircase provided in Blocks C2 and C3 respectively, serve an ancillary area, the refuse store. It is further noted the refuse store is also accessed externally. If the internal access to the refuse store in Blocks C2 and C3 were no longer provided, for example, such that there is no connection with the single stair, this would prevent the risk of fire spreading and, accordingly, further protect the single escape stair situated within the adjoining blocks C2 and C3. The fire safety standard states that where a staircase forms part of the only escape route from a flat, it should not serve ancillary accommodation. As this ancillary accommodation can be accessed directly from outside, resolving this issue is unlikely to affect land use planning considerations.</p>	
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- 2.2 Additionally, the single staircase of Block D3 serves ancillary areas such as the plant room and refuse store. The fire safety standard states that where a staircase forms part of the only escape route from a flat, it should not serve ancillary accommodation regarded as a fire risk, such as a plant room. Resolving this issue is unlikely to affect land use planning considerations as there is already direct access to outside from the

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2 Supplementary information for the applicant

The following points do not contribute to HSE's overall headline response and are intended only as advice for the applicant. These comments identify items that could usefully be considered now to reduce the risk of making changes to the design at a later stage, which could have planning implications.

Means of escape

- refuse store. Providing a separate access to the plant room can be achieved with internal alterations, relying instead only on the nearby exit to outside.

- 2.3 The fire statement (section 13) states: *"The development will rely on the existing hydrants, however, the condition of these hydrants is to be verified."* This is noted and will be subject to later regulatory consideration.

- 2.4 The fire strategy report (paragraph 4.42) states: *"The location of the hob within the kitchen area has not yet been proposed. It is recommended that the hob be located at a distance of at least 1.8m away from the escape route through the access room. This will require further review once the proposed hob locations have been finalised."* This is noted and will be subject to later regulatory consideration.

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Facilities for the fire service

	Internal layout of flats	
London Fire Brigade	No comments received.	Noted.
NHS North London Central ICB	<p>We note that this hybrid planning application comprises detailed and outline elements and proposes up to 995 new residential dwellings. 60% of the proposed dwellings will be affordable and will include community led housing, London Affordable Rent, London Shared Ownership and London Living Rent.</p> <p>The proposals also involve the retention and refurbishment of seven buildings for non-residential uses and the inclusion of up to 4,150sqm (GIA) of non-residential floorspace. The proposed scheme has been divided into four development phases (Phases 1a, 1b, 2 and 3) with Phase 1a as the detailed component of the application.</p> <p>We recognise and support the benefits of the scheme, including the delivery of new affordable homes, the provision of older adults' accommodation and Community Land Trust homes, the creation of new Jobs and employment opportunities and the enhanced and enlarged Peace Garden.</p> <p>The wider St Ann's Hospital's masterplan has delivered a new hospital building for mental health patients which opened in August 2020. Barnet, Enfield and Haringey Mental Health NHS Trust sold the remaining surplus land to the Greater London Authority in 2018. A supporting letter outlining the</p>	<p>Comments have been taken into account. Planning obligations will be secured as appropriate.</p>

	<p>NHS Trusts' position is provided at Appendix 5 of the Planning Statement. It confirms that the healthcare services that were previously provided on the site are now provided on the retained and consolidated hospital site and therefore does not result in a loss of operational capacity for the Trust.</p> <p>In addition, one of the minimum requirements of the GLA was for the proposals to give nomination rights over in relation to 22 London Living Rent homes to the NHS Trust for a period of 10 years. This was included within the sale agreement between the GLA and the NHS Trust. These homes are located in Phase 1a and Phase 3.</p> <p>Whilst, the ICB supports the proposals, the introduction of a significant number of new homes into the area will have an adverse impact of local primary care services.</p> <p>The applicant's submitted Environmental Statement identifies six GP practices within 1.2km of the development site (Table 6.11 and Figure 6.5). Collectively, these practices have a FTE GP to patient ratio of 1:3039 which is above the recommended standard of 1:1800 and suggests that these practices are working at or above capacity. Paragraph 6.101 of the Environmental Statement implies that two practices have surplus capacity. This includes Grove Road Surgery. However, the building this practice is located in is inadequate to accommodate the additional patients generated by the development.</p> <p>Paragraph 6.102 incorrectly assumes that there are 1,776 'GP places' available. This is a crude measure and doesn't take into account deficiencies at the other practices, including the closest</p>	
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	<p>practice – St Ann’s Road Surgery. In total, there is a net deficiency of 25,642 ‘places’ by this measure across the six practices. However, this should be treated with caution as GP practices do not operate on the basis of available ‘places’ and maintain an open practice list with an available workforce. Also, practices are now operating across a Primary Care Network using an increasingly multi-disciplinary workforce to deliver a wider range of services.</p> <p>The closest practice at St Ann’s Road Surgery, which is located in St Ann’s Road, directly opposite the St Ann’s Hospital site and situated within the Laurels Healthy Living Centre. New residents/patients are very likely to register with this practice. This practice and the health centre do not have the capacity to accommodate the additional demand generated by the development.</p> <p>There is a site-specific impact from this development proposal which cannot be directly mitigated using the CIL payment from the development. CIL funding is not a material consideration in the determination of a planning application, as CIL cannot be used to make the development acceptable in planning terms. Therefore, a s106 contribution is considered necessary.</p> <p>The NHS HUDU Planning Contributions Model (HUDU Model) has been used to calculate the s106 requirement. Using information on the proposed housing mix in the Planning Statement and Environmental Statement (Appendix 6.1 Outputs from the GLA Population Yield Calculator), the model calculates a primary healthcare s106 requirement of £368,795. This cost is based on an alteration/refurbishment cost as the contribution will be used to provide additional capacity for St</p>	
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	Ann's Surgery at the Laurels Healthy Living Centre by refurbishing and improving existing floorspace, including converting non-clinical space into clinical use.	
Environment Agency	<p>We have no objection to the proposals if the following conditions are attached to any grant of planning permission. Without these conditions we feel that the development would pose an unacceptable risk to groundwater, and we would object. We ask to be consulted on the details submitted for approval to your authority to discharge these conditions and on any subsequent amendments/alteration.</p> <p>Condition 1 – Land Affected by Contamination</p> <p>No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and 	Comments have been taken into account and conditions will be secured as appropriate.

	<p>identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason Controlled waters are particularly sensitive at this location because the proposed development site is located within a Source Protection Zone 2 and an inner groundwater protection zone (SPZ1). Areas in SPZ1 are the catchment areas for sources of potable water, high quality water supplies usable for human consumption. Groundwater at this location is therefore particularly vulnerable to polluting uses on the surface. All development proposals are carefully monitored within SPZ1. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Condition 2 – Verification Report No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Condition 3 - Long Term Monitoring and Maintenance Plan for Groundwater No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency</p>	
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	<p>measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason To ensure that the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Condition 4 – Unidentified Contamination 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 the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Condition 5 – Borehole Management A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy</p>	
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	<p>Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.</p> <p>Condition 6 – Piling / Foundation works Risk Assessment with Respect to Groundwater Resources</p> <p>Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason</p> <p>To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of 'The Environment Agency's approach to groundwater protection'.</p> <p>Condition 7 – Infiltration of Surface Water onto the Ground</p> <p>No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason</p> <p>To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Additional comments:</p> <p>Environment Agency Position</p> <p>Based on a review of the submitted information, our position regarding the proposed development has not changed. We have no further comments and wish to retain all previously recommended conditions given in our original response referenced NE/2022/134751/01.</p> <p>Advice</p>	
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	<p>The submission of just the method statement for our Condition 6 (Piling) (ref: NE/2022/134751/01) would not be sufficient for us to recommend discharge of the condition. The CFA Piling Method Statement document submitted is a piling method statement rather than a full assessment of risk to controlled waters arising from foundation works at the site. The foundation works risk assessment should consider potential risks to groundwater resources that could arise as a result of deep piling works. A groundwater monitoring programme should be designed to collect information prior to and during the works to demonstrate that any piling (or other deep penetrative) works are not having an adverse impact on groundwater quality in the area. The piling risk assessment and groundwater monitoring plan should provide a mitigation / action plan should an adverse impact to groundwater quality be noted during the works.</p> <p>A brief introduction to the potential hazards associated with piling through contaminated soils can be found at https://webarchive.nationalarchives.gov.uk/ukgwa/20031222163520/http://www.environment-agency.gov.uk/commondata/105385/piling.pdf</p> <p>Monitoring wells installed to support a piling risk assessment should be installed to at least 5m deeper than the deepest piled foundation to capture any impacts from the proposed groundworks during and post construction.</p> <p>Final comments</p> <p>Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence and provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p> <p>Further additional comments:</p> <p>We have reviewed the comments on the document entitled “221019 Conditions Tracker (EA) v2”. Please find our comments regarding the proposed amended wording for our conditions originally recommended in our response referenced NE/2022/134751/01.</p> <p>Condition 1 – Land Contamination</p>	
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	<p>We note that the Contaminated Land Assessment (IDOM Report Ref CLA-21914J-22-151 dated May 2022) is sufficiently developed in order for us to recommend the discharge of Condition 1 part 1 (Preliminary Risk Assessment) and part 2 (Site Investigation). We would have no objection to the pre-commencement removal of these parts however we would recommend that reference is made to the fact that due process (i.e. PRA and site investigation completed) has been followed.</p> <p>We would recommend that “different parts of the site” is changed to “different phases of the site”, in order for the condition to refer to defined areas of the site.</p> <p>The verification plan is usually included as part of this condition. We would have no objection to this being a separate condition however we would expect to be formally consulted on this. We would also request to see any proposed wording such a condition.</p> <p>Condition 2 – Verification Report</p> <p>No objection to the change but we would recommend that wording is changed to “Prior to the occupation of the relevant phase”.</p> <p>Condition 3 – Long-term monitoring</p> <p>The SPZ1 location of this site is related to nearby deep chalk abstractions. The chalk is protected by a thickness of London Clay and so the risk is relatively low. However, we would need to know what is being proposed regarding piling works. Should foundation works at the site extend through the London Clay to deeper units then there is a risk of pathway creation to the deeper chalk. In this instance we would expect a programme of monitoring to ensure there is no negative impact to the sensitive chalk aquifer and nearby potable abstractions. Should the piles terminate in the clay however then we would likely conclude that the risk is low, and no monitoring plan is necessary. Until this has been clarified we would wish to retain the recommendation of this condition.</p> <p>Condition 4 – Unexpected Contamination</p> <p>We recommend that this condition remains unchanged. Please note that the extent of any potential unidentified contamination will be unknown and will not necessarily be constrained to a particular phase of the site. The condition states that no further development take place in the event of discovery of unidentified contamination, unless otherwise agreed in writing with the Local Planning Authority. This gives scope for informed decisions to be made regarding the extent of development to be paused dependent on the extent of any unidentified contamination (should this be discovered).</p>	
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	<p>Condition 5 – Borehole Management We would recommend that this condition remains unchanged. The original wording covers any additional boreholes to be installed at the site, as well as existing boreholes installed for site investigation. We still require detail at how existing boreholes at the site are being secured, protected and inspected, as well as decommissioning details for these boreholes. As such the condition should cover both existing boreholes and any subsequent boreholes that may be installed at the site.</p> <p>Condition 6 – Piling We note that no document relating to this condition has been approved by the Environment Agency. The suggested wording change references an approved “piling method statement” however we would expect a Foundation Works Risk Assessment (FWRA) to be submitted to satisfy this condition. Please refer to the advice provided in previous correspondence (EA Letter Ref: NE/2022/134751/02 dated 18th October 2022). Unless a FWRA is approved by the Environment Agency prior to planning permission being granted, we would wish to retain the original condition wording.</p> <p>Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence and provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p>	
<p>Natural England</p>	<p>Natural England has no comment on this application with regards to statutory designated sites.</p>	<p>Comments have been taken into account.</p>
<p>Thames Water</p>	<p>Waste Comments With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but</p>	<p>Comments have been taken into account. The</p>

	<p>have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. “No development shall be occupied until confirmation has been provided that either:- 1. Surface water capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</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>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-your-development/working-near-our-pipes</p> <p>Water Comments Following initial investigations Thames Water has identified that, the proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones</p>	<p>recommended conditions and informatives will be secured, as appropriate.</p>
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are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water request that the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above

recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

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-your-development/working-near-our-pipes>

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](https://www.thameswater.co.uk/buildingwater).

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 above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Supplementary Comments

WW: SW – Consider alternate discharge location. We confirm that there will be sufficient capacity in our sewerage network to accept the surface water discharge rate provided as part of the enquiry, however this does not preclude the requirement as set out by London Plan Policy SI 13 Sustainable drainage, subsection B (the drainage hierarchy). Management

of surface water from the site should follow policy London Plan Policy SI 13 Sustainable drainage, subsection B (the drainage hierarchy), development should 'aim to achieve greenfield run-off rates' utilising Sustainable Drainage and where this is not possible information explaining why it is not possible should be provided to both the LLFA and Thames Water. Typically greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer. This site does propose to limit surface water runoff to the QBar greenfield run-off rate with a variety of green and grey SuDS, both the flow rate and SuDS are acceptable and according to the London Plan. However, there is a culverted watercourse in the vicinity of the site and a watercourse is preferred over the surface water sewer for surface water disposal. The report incorrectly states "6.4.1 There are no watercourses within the vicinity of the Site." There is a culverted watercourse in St. Ann's road, flowing west to east and then banking north into Chestnuts Recreation Ground. SW disposal into the culverted water course should be evaluated to discharge this condition. Additionally, "6.1.3 Rainwater harvesting has not been included within the proposed design at this stage but may be considered during the detailed design," rainwater harvesting should be strongly considered and expected to be implemented where applicable (for example rain barrels or automated irrigation system utilising the below ground storage) to reduce mains water consumption and reduce the overall volume of surface water discharged off the site, which is proposed to increase.

FW – Please note there is a record of a 152mm FW sewer in the southwest corner of the site.

Additional comments:

Waste Comments

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-your-development/working-near-our-pipes>

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 website.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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.

Water Comments

Following initial investigations Thames Water has identified that, the proposed development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water request that the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. Should the Local

	<p>Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</p> <p>Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.</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-your-development/working-near-our-pipes</p>	
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<p>Historic England</p>	<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>	<p>Comments taken into account.</p>
<p>Historic England (GLAAS)</p>	<p>Thank you for your consultation received on 2022-07-18.</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>Assessment of Significance and Impact</p> <p>The planning application is not in an area of archaeological interest.</p> <p>Although the site is not in one of the borough's Archaeological Priority Areas, its size merits consideration for archaeological impact under the GLAAS Charter. There is archaeological interest at the site around understanding and managing the mediaeval use of the site, including historical connections with the Knights of St John of Jerusalem, and the former settlement at Hanger Lane Since the 2014 consent, a record of the historic buildings was produced and some archaeological trench evaluation took place in the north east corner of</p>	<p>Comments have been taken into account. The recommended condition will be secured.</p>

the site in 2018, comprising three trenches. A further 19 trenches were planned at the site in phases, but I am not aware that they were ever carried out.

Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities. If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

Recommendations

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

I therefore recommend attaching a condition as follows:

Condition 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.

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

	<p>2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>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</p> <p>B. Where appropriate, details of a programme for delivering related positive public benefits</p> <p>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.</p> <p>Informative Written schemes of investigation will need to be prepared and implemented by a suitably 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.</p> <p>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. I envisage that the archaeological fieldwork would comprise the following:</p> <p>Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p>	

<p>Metropolitan Police Designing Out Crime Officer</p>	<p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have 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 our 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 met with the project Architects and agent to discuss Crime Prevention and Secured Design at both feasibility and pre-application stage and have discussed our concerns around the design and layout of the development which was taken into account by the Architects. They have not made mention specifically in the Design and Access Statement or within the planning submission documents referencing design out crime or crime prevention, which is of concern at this stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching suitably worded conditions and an informative. The comments made can be easily be mitigated early if the Architects and Developer ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2).</p> <p>If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p>	<p>Comments have been taken into account. The recommended conditions and informatives will be secured, as appropriate.</p>
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The project has the potential to achieve a Secured by Design Accreditation if advice given adhered to.

Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

- A. Prior to the commencement of above ground works of 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**. Accreditation must be achievable 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.

The development shall only be carried out in accordance with the approved details.

- B. Prior to the first occupation of each building or part of a building or its use, **'Secured by Design'** certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Informative:

The applicant must seek the continual advice of the Metropolitan Police Service Designing Our 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.

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 developm

	<p>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>Metropolitan Police</p>	<p>I refer to the recent application at St Anns General Hospital. As you may be aware Policing is a 24/7 service resourced to respond and deploy on an "on demand" and "equal access" basis, and is wholly dependent on a range of facilities for staff to deliver this. Where additional development is proposed the MPS aims to deploy additional staffing and additional infrastructure at the same level that is required to deliver Policing to the locality. It would be complacent not to do this because without additional support unacceptable pressure will be put on existing staff, and our capital infrastructure, which will seriously undermine our ability to meet the Policing needs of this development, and maintain the current level of Policing to the rest of Borough and the wider London area. The impacts of the development are such that they cannot be met without additional staff deployed at a level consistent with the current Policing of the locality of the development. The following infrastructure is required for all Policing activities in London:</p> <p>Staff set up costs</p> <ul style="list-style-type: none"> <input type="checkbox"/> Uniforms <input type="checkbox"/> Radios <input type="checkbox"/> Workstation/Office equipment <input type="checkbox"/> Patrol vehicles <input type="checkbox"/> Mobile IT: The provision of mobile IT capacity to enable officers to undertake tasks whilst out of the office in order to maintain a visible presence. <input type="checkbox"/> CCTV technologies: Automatic Number Plate Recognition (ANPR) cameras to detect crime related vehicle movements. <input type="checkbox"/> Police National Database (PND): Telephony, licenses, IT, monitoring and the expansion of capacity to cater for additional calls. 	<p>Comments have been taken into account. The recommended obligation will be secured.</p>

	<p>□ The provision of police office accommodation.</p> <p>Other capital infrastructure includes specialist equipment in use by Forensics, our tactical teams e.g. in firearms and dog handling, freestanding IT and data recording in relation to vulnerable groups, prisoner detention, transportation and processing including cells at core locations.</p> <p>The MPS has an active estates review function minimising our premises need, in order to meet existing Policing demand. We unfortunately just can't afford to have buildings under used and will dispose of surplus buildings wherever necessary using receipts to re-invest in the wider estate.</p> <p>The disposition of the Metropolitan Police Service as regards developments</p> <p>A primary issue for the MPS is to ensure that new development makes adequate provision for the future Policing needs that it will generate. Like some other public services our primary funding is insufficient to be able to fund additional capital infrastructure to support new development when and wherever this new development occurs. Further there are no bespoke capital funding regimes, e.g. like Building Schools for the Future or the Health Lift, to provide capital re-investment in our facilities. We fund capital infrastructure by borrowing. However, in a service where over 90% of our budget is staffing related, our capital programme can only be used to overcome pressing issues with our existing facilities, or to re-provide essential facilities like vehicles once these can no longer be used. This situation has been recognised by the Association of Chief Police Officers nationally for some time and there are public statements which explain our particular funding difficulties.</p> <p>Faced with unprecedented levels of growth being proposed across London, the Metropolitan Police Service have resolved to seek developer contributions to ensure that existing levels of service can be maintained as this growth takes place. We are a regular and constant participant in the statutory Planning process evidencing the impact of growth through work with local Councils in their Plan making, preparation of guidance, preparations for CIL and the consideration of individual Planning applications. Police nationally encourage this approach to offset the impact of growth on the Police service.</p> <p>The Policing impact of additional development at this site</p>	
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	<p>The proposed development will increase the population of this settlement by circa 1,805 people. It is a fact that additional dwellings will bring additional Policing demands. I do not doubt that there will be a corresponding increase in demand from new residents for Policing services across a wide spectrum of support and intervention, as they go about their daily lives at the site, in the locality, and across the Policing sub region.</p> <p>The National Policy position to support our request exists in the NPPF as securing sufficient facilities and services to meet local needs is a Core Planning Principle [p9 Section 3, paragraph 20]. In addition the NPPF specifically seeks environments where crime and disorder and the fear of crime do not undermine the quality of life and community cohesion [p27 Section 8, paragraph 92b] and sets out that Planning Policies and decisions should deliver this [p38, Section 8, paragraph 92b].</p> <p>The Police contribution request</p> <p>£70,905.61 is sought to mitigate the additional impacts of this development because our existing infrastructure does not have the capacity to meet these and because, like some other services, we do not have the funding ability to respond to growth whenever and wherever proposed. We anticipate using rates and Home Office revenues to pay for staff salaries and our day to day routine additional costs [e.g. call charges on telephony and radios, vehicle maintenance and so on]. As already confirmed these sources do not have the capacity to fund additional borrowing for the additional capital infrastructure necessitated by the development.</p> <p>It should be noted that the contributions for the MPS are only sought that are related in scale and kind to this development, and we confirm that the contribution will be used wholly to meet the direct impacts of this development and wholly in delivering Policing to it.</p> <p>Accordingly the development should make provision to mitigate the direct and additional Policing impacts it will generate and cannot depend on the Police to just absorb these within existing limited facilities and where Police have no flexibility in our funding to do this. This request is not forced by current spending reductions although strictures across the public sector re-enforce the need to ensure that developments do mitigate the direct impacts they cause.</p> <p>Is the contribution necessary to make the development acceptable in planning terms?</p>	
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	<p>Crime and community safety are Planning considerations and ensuring accessibility for the public to Policing is important to community safety, combating and reducing crime and the fear of crime.</p> <p>Without the necessary contribution the development will be unacceptable in Planning terms and permission should not be granted as indicated in NPPF Guidance. The lack of capacity in existing infrastructure to accommodate the population growth and associated demands occasioned by the development means that it is necessary for the developer of the site to provide a contribution so the situation might be remedied. The request is directly related to the development and the direct Policing impacts it will generate based on an examination of demand levels in the Borough in which it is situated, adjacent areas and existing Policing demands and deployment in relation to this.</p> <p>The request is wholly related to the scale and kind of the application development. Without the necessary contribution to meet Police needs there is a formal objection to the development on sustainability grounds and because the development is unacceptable without the necessary contribution.</p> <p>I refer to the Planning appeal decisions attached where the current approach of Police in seeking contributions was determined as compliant by Inspectors and the Secretary of State. I confirm that the methodology employed in this request is similar to that used in these appeals subject of course to local data about Policing demand and deployment to each development.</p> <p>Conclusion</p> <p>My conclusion at this stage is in several parts.</p> <p>a] the development will have impacts on Policing and these will need to be adequately mitigated if it is to be sustainable, and the safety of the local community assured. That has to be a mutual interest between the Borough and the Metropolitan Police Service.</p> <p>b] Necessary primary Policing infrastructure needs to be considered in the viability of the development alongside for example schools and medical facilities.</p> <p>Please do give this your consideration and I suggest that we meet at your earliest convenience to hear how the LPA will make adequate provision to meet Policing needs as a result of the development.</p>	
	No comments received.	Noted.

London Borough of Hackney		
National Grid	No comments received.	Noted.

Appendix 4 – Consultation Response from Greater London Authority (Stage 1)

GREATERLONDONAUTHORITY

Planning report GLA/2022/0557/S1/01

30 August 2022

St Ann's Hospital

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2022/1833

<p>Strategic planning application stage 1 referral 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 Hybrid planning application for redevelopment of the former St Ann's hospital site to provide up to 995 dwellings (60% affordable housing) and up to 5,000 sq.m (GEA) commercial and community floorspace with retained former hospital buildings and new buildings up to 9 storeys.</p>
<p>The applicant The applicant is Hill Residential Ltd, Catalyst Housing Ltd, and Catalyst by Design Ltd and the architect is Karakusevic Carson.</p>
<p>Strategic issues summary Land use principles: The comprehensive residential-led redevelopment of surplus hospital land is strongly supported, in accordance with the principles set out in the Site Allocation. The proposals seek to optimise the development potential of the site and the proposed density is supported in principle. Subject to suitable controls the proposed non-residential uses would facilitate a well-balanced mix of commercial and community activity across the site. A substantial amount of public open space is provided in addition to the private amenity spaces, and this is strongly supported. Affordable housing: The development provides 60% affordable housing and is therefore eligible for the Fast-Track Route, subject to the necessary planning obligations regarding affordability and an Early-Stage Viability Review being secured. Urban design and heritage: The proposals seek to optimise the development potential of the site and no strategic concerns are raised in respect of the layout, height, and massing of the development. Less than substantial harm to the character and appearance of the conservation area is identified but this is outweighed by the public benefits of the proposal. Transport: Further details are required in relation to the impact of the development on bus infrastructure, highways works, car and cycle parking, trip generation, travel planning, servicing, and construction. Energy: Further justification is required as to the proposals for heat and energy generation in accordance with the London Plan energy hierarchy, specifically regarding the connections to the future District Heating Network and the proposals for three separate energy centres to serve the development. Further information is required on sustainable development and environment.</p>
<p>Recommendation That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 127 of this report. Possible remedies set out in this report could address these deficiencies.</p>

Context

1. On 21 July 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.
2. The application is referable under the following category/categories of the Schedule to the Order 2008:
 - Category 1A "Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats".
 - Category 1B "Development (other than that which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings – (c) outside Central London and with a total floorspace of more than 15,000 square metres."
 - Category 1C "Development which comprises or includes the erection of a building of one or more of the following descriptions – (c) the building is more than 30 metres high and is outside the City of London".
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; take it over for his own determination; or allow the Council to determine it itself.
4. The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been taken into account in the consideration of this case.
5. 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/>

Site description

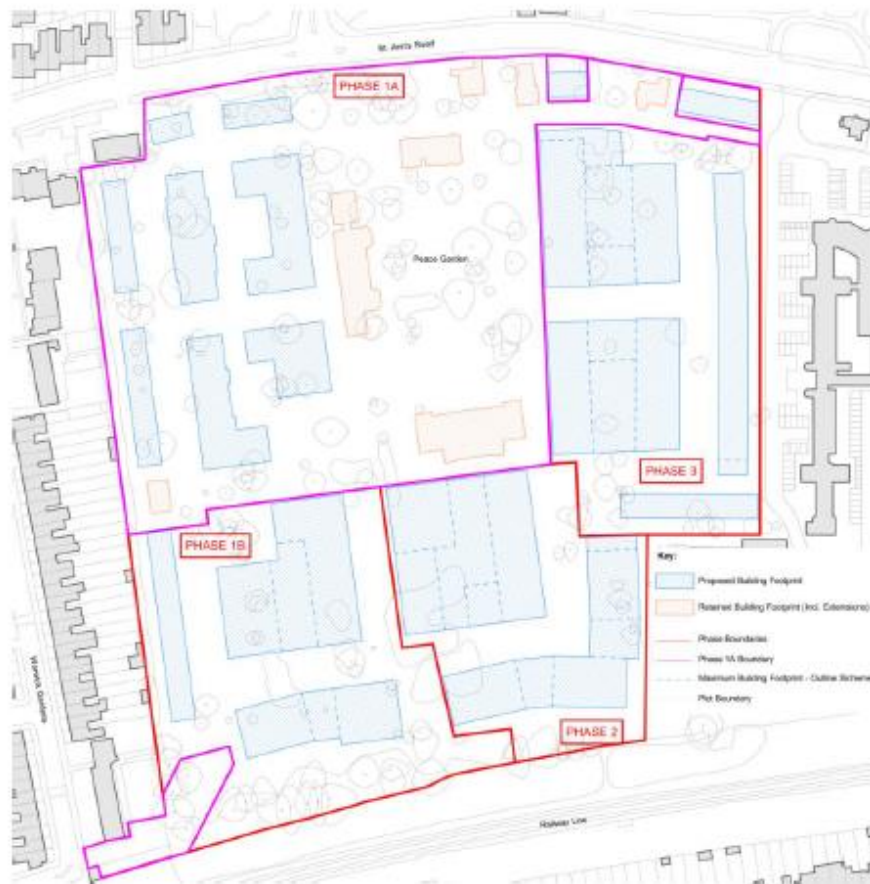
6. The application site comprises c. 7.2 hectares of land that used to form part of the St Ann's Hospital campus and contains a number of existing former hospital buildings. The 'new' St Ann's Hospital occupies just over one third of the original site and adjoins the site to the east, comprising various buildings ranging from 2-3 storeys in height. The application site is bound to the north by St Ann's Road, to the west by the rear gardens and parking courts of the houses and flats on Warwick Gardens, and to the south by the London Overground line.
7. The northern edge of the site falls within the St Ann's Conservation Area. Mayfield House, a large two-storey Victorian building located within the

application site, is locally listed and also falls within the conservation area. The part of the site adjacent to the railway embankment to the south is designated as a Site of Importance for Nature Conservation (SINC) and there are some mature trees covered by Tree Protection Orders on the site.

8. The application site currently has a public transport access level (PTAL) of 2 and is within walking distance of Green Lanes London Overground station, served by the Gospel Oak to Barking line. Seven Sisters station is 1.1km to the north east, served by the London Underground Victoria Line and the London Overground Liverpool Street to Cheshunt line. The nearest section of the Transport for London Road Network (TLRN) is the A503 Seven Sisters Road, 850 metres east. The A105 Green Lanes is part of the Strategic Road Network (SRN), 650 metres west. The site is adjacent to a bus stop providing services to Wood Green and Kingsland, and 160 metres from a bus stop providing services to Edmonton and Waterloo.

Details of this proposal

9. This is a hybrid application for residential-led development comprising the demolition of the majority of the existing buildings on the site and construction of new buildings to provide up to 995 new homes (60% affordable housing) and 5,000 sq.m. (GEA) non-residential floorspace to be flexible Use Classes E/ F1/ F2 (commercial/ learning and non-residential institutions/ community).
10. The application is divided into four phases: Phase 1a, which is subject to the detailed component of the application, and Phases 1b, 2 and 3 which are subject to the outline component. The site boundary and phasing boundaries are shown below together with the retained and proposed building footprints:



Phasing plan

Detailed component (Phase 1a)

11. The detailed component of the application proposes the change of use, conversion, and alteration of seven existing former hospital buildings for flexible Class E, F1, and F2 uses; the demolition of some existing buildings in accordance with the demolition plan; the erection of 8 new buildings for residential uses; alterations to the existing access road and the creation of a new vehicular, pedestrian and cycle access in the south west corner of the site to Warwick Gardens; and associated car, cycle and service parking.
12. Phase 1a is proposed to deliver 239 homes including 38 London Affordable Rent older adult homes; 22 London Living Rent homes; 34 Shared Ownership homes; and 145 private sale homes. This is in addition to 3,905 sq.m. (GEA) of commercial and community floorspace within the seven retained existing buildings.

13. In addition to the works within Phase 1a, the detailed component also includes the proposed demolition of buildings within Phases 1b, 2 and 3 in accordance with the demolition plan, which would not therefore be subject to consideration at reserved matters stage.

Outline component (phases 1b, 2 and 3)

14. The outline component of the application proposes the erection of new buildings for residential, commercial, service, and local community uses; associated pedestrian and cycle access; landscape enhancements; and associated car, cycle, and service parking.
15. Phases 1b, 2 and 3 are proposed to deliver up to 756 homes (Class C3). The indicative tenures for the outline component are 58 Community Land Trust homes; 284 London Affordable Rent homes; 73 London Living Rent homes; 86 Shared Ownership homes; and 255 market housing homes. Up to 1075 sq.m. (GEA) of new-build community and commercial floorspace would also be provided.
16. The outline component seeks approval of the Development Specification; Parameter Plans; and Design Code. These documents secure the quantum and quality of the development. All matters are to be reserved except for access.

Environmental statement

17. The hybrid application is accompanied by an Environmental Statement. For the purposes of the Environmental Impact Assessment the total number of homes is assessed as being up to 995 and the maximum quantum of non-residential floorspace is assessed as being up to 5,000 sq.m.

Case history

18. In 2014, a hybrid application was submitted for the entire St Ann's Hospital site. These proposals comprised:
 - A full application for the construction of 106 flats and 7 houses, ranging in height from 2 to 5 storeys; conversion of retained buildings to provide 7 houses and 148 sq.m of retail; car parking spaces; highway and public realm works; hard and soft landscaping; and access and associated development;
 - An outline application (with all matters reserved except for access) for the construction of new buildings and conversion of retained buildings ranging in height from 2 to 5 storeys to provide up to 350 residential units, new healthcare buildings, upgrade of existing access point off Hermitage Road; and open space and associated development.
 - An outline application (with all matters reserved except for scale and layout) for construction of a new mental health inpatient building up to 3 storeys in height and associated development.

19. In June 2014, this application was referred to the GLA at Stage 1 (Ref. D&P/3178). Haringey Council subsequently resolved to grant the application. The case was referred at Stage 2 in March 2015 (Ref. D&P3178/02) and the former Mayor was content to allow the council to determine the case, and so the application was granted. This planning permission was never implemented and has now lapsed.
20. The application site was previously owned by the Barnet, Enfield and Haringey Mental Health NHS Trust ('the NHS Trust') which still owns the land to the east of the site. Following a review of the future need for facilities by the NHS Trust, the decision was made in 2014 to sell a significant part of the former hospital site for residential-led development (i.e., the application site). This would create sufficient subsidy to deliver new and improved health facilities on the NHS Trust's remaining land. Accordingly, the application site was acquired from the NHS Trust by GLA Land and Property Limited in 2018.
21. An application was submitted in January 2018 for the construction of a two-storey hospital building for mental health patients on part of the retained 'new' St Ann's Hospital site, which will provide four wards for up to 70 inpatients. That application was granted by Haringey Council in May 2018 and the development is now complete.
22. Other works taking place to St Ann's Hospital on the retained site include the refurbishment of old wards and blocks for patient and support staff accommodation, the construction of a new patient, visitor and staff restaurant, staff education and training facilities, and a range of site infrastructure improvements including revised road layouts, landscaping, and car parking.

Strategic planning issues and relevant policies and guidance

23. 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 Development Management DPD, Strategic Policies DPD, Site Allocations DPD and Policies Map and the London Plan 2021.
24. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
 - National Design Guide.
25. Haringey Council is currently in the early stages of drafting a new Local Plan. The Regulation 18 stage of consultation concluded in March 2021. Detailed policies will not be formed until the Regulation 19 stage. Given that the draft Local Plan has not been published yet, the detail outlined within the Regulation 18 consultation documents are considered to hold very limited material weight in the decision-making process.

26. The relevant issues and corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
- Good Growth - London Plan;
 - Housing - London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG;
 - Affordable housing - London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;
 - Social infrastructure - London Plan; Social Infrastructure SPG; the Mayor's Health Inequalities Strategy;
 - Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Housing SPG; Play and Informal Recreation SPG;
 - Heritage - London Plan;
 - 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; Air Quality Neutral draft LPG; Control of dust and emissions during construction and demolition SPG;
 - Transport and parking - London Plan; the Mayor's Transport Strategy.

Land use principles

27. The application site is located within the Seven Sisters Corridor Area of Change which is designated as one of the main areas within the Haringey Strategic Policies DPD where growth will be directed. The site is also allocated within the Strategic Policies DPD. The site allocation (SA28) covers the whole of the former St Ann's Hospital site and provides an indicative capacity for 456 residential units, 148 sq.m. town centre uses, and 5,100 sq.m. of other uses.

Social infrastructure

28. Policy S1 of the London Plan sets out that development proposals that would result in a loss of social infrastructure for defined needs as identified in the borough's social infrastructure needs assessment should only be permitted where there are no realistic proposals for re-provision; or the loss is part of a wider public service transformation plan which requires investment in modern, fit-for-purpose infrastructure and facilities to meet future population needs; or to sustain and improve services. Furthermore, the policy states that redundant

social infrastructure should be considered for full or partial reuse as other forms of social infrastructure before alternative developments are considered, unless this loss is part of a wider public service transformation plan.

29. The release of the application site for development was considered following an extensive review of the future needs for facilities by the NHS Trust and this is reflected in the Site Allocation. The NHS Trust is using capital raised from the sale of the land for investment in refurbishment of buildings on the retained hospital campus to the east of the application site as well as the new, purpose-built mental health facility. All services which were provided on the site have now been consolidated into the retained campus. The applicant has submitted a letter outlining the NHS Trust's position which confirms that the redevelopment of the application site for other uses does not result in a loss of operational capacity or a loss of patient capacity, which is still provided by the new St Ann's Hospital campus. Accordingly, the proposals comply with London Plan Policy S1.

Residential-led development

30. London Plan Policy H1 sets out the requirements for boroughs to achieve the increased housing supply targets set out in Table 4.1, which identifies a ten-year housing completion target of 15,920 for Haringey. Accordingly, the application for residential-led development of the site, providing up to 995 new homes, is strongly supported in land use terms. The proposed density goes considerably beyond the indicative homes and commercial floorspace capacity in the Site Allocation, however GLA officers recognise that the site comprises a major development opportunity within the borough and is important in the delivery of development plan policies and targets, particularly with regard to affordable housing. As such the ambition to deliver a significant number of homes on this site within an identified Area of Change is strongly supported.

Commercial and community floorspace

31. The scheme includes the provision of up to 5,000 sq.m. (GEA) of commercial floorspace. 3,905 sq.m. of this will be delivered through the refurbishment of the seven retained buildings which are included within the detailed component and up to 1,075 sq.m. of new build floorspace which will be delivered within the outline component. All floorspace would be flexible Use Class E/ F1/ F2, to allow for a range of occupiers. The non-residential uses within the detailed component are largely located around the 'Peace Garden', the main open space for the new neighbourhood, and the site entrances. In this way these uses provide a focal point for the new neighbourhood and activation to the main spaces as well as maximum visibility for the public.
32. Within the outline component, the parameter plans indicate that the commercial floorspace within Phase 1b would be located close to the new route through to Warwick Gardens, providing activation and surveillance to this entrance and a sense of arrival into the development from this direction. The remainder would be located within Phase 3 on the east side of the Peace Garden.

33. London Plan Policy SD6 adopts a town-centre first approach, which recognises that town centres should be the focus for commercial development beyond the Central Activities Zone. The site is not within a designated centre and is approximately 1 mile (15 minutes' walk) east of Harringay Green Lanes district centre. There is a need to ensure that the flexible nature of the proposed commercial floorspace does not give rise to one type of use predominating which may trigger a need for an assessment of the impact on local centres. Where this can be appropriately managed, it is considered the proposed range of non-residential uses will facilitate a well-balanced mix of commercial activity and community use across the site and would be appropriate to the scale of the new neighbourhood. Accordingly, a commercial use strategy should be secured by planning obligation, and/or appropriate controls over the use of the flexible commercial space in planning conditions/obligations.
34. The list of proposed planning obligations in the Planning Statement indicates that affordable workspace is proposed to be secured within Phase 1a. This is strongly supported in accordance with London Plan Policy E3. Further details are required about the proposed quantum, affordability, and timing for the affordable workspace and how it will be secured if it is proposed within later phases.

Public open space

35. London Plan Policy G4 identifies that development proposals should create areas of publicly accessible open space where possible, particularly in areas of deficiency. The former hospital site included areas of open space that were technically accessible to the public, but were mainly used by patients, guests, and staff at the hospital. The proposed development would provide a substantial amount of public open space in the form of the Peace Garden park and a new neighbourhood square, as well as two smaller 'pocket parks' within Phases 1b and 2 ('Birch Grove' and 'Eastern Orchard'). GLA officers are satisfied that the development responds appropriately to Policy G4 in this regard.

Land use principles conclusion

36. The comprehensive residential-led redevelopment of surplus hospital land is strongly supported, in accordance with the principles set out in the Site Allocation. The proposals seek to optimise the development potential of the site and the proposed density is supported in principle. Subject to suitable controls the proposed non-residential uses would facilitate a well-balanced mix of commercial and community activity across the site. A substantial amount of public open space is provided in addition to the private amenity spaces, and this is strongly supported.

Housing

37. The proposed unit size and tenure for the detailed component (Phase 1a) is:

	Affordable			Market	Total
	London Affordable Rent	London Living Rent	Shared Ownership		
1b 2p	36	10	16	42	104
2b 3p	2	0	0	13	15
2b 4p	0	12	12	63	87
3b 4p	0	0	0	0	0
3b 5p	0	0	6	9	15
3b 6p	0	0	0	18	18
Total	38	22	34	145	239
	40% London Affordable Rent 60% Intermediate				

38. For the outline component (Phases 1b, 2 and 3) an indicative housing mix is shown below. Exact numbers, together with the unit size mix, will be subject to reserved matters applications.

	Affordable				Market	Total
	London Affordable Rent	Community led housing (LLR)	London Living Rent	Shared Ownership		
Total	284	58	73	86	255	756
	56% London Affordable Rent 44% Intermediate					

39. The indicative tenure mix for the scheme as a whole is shown in the table below:

	London Affordable Rent	Community led housing (LLR)	London Living Rent	Shared Ownership	Market	Total
Total	322	58	95	120	400	995
	54% London Affordable Rent					
	46% Intermediate					

Affordable housing

40. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target of 50% for all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 50% on public sector land where there is no portfolio agreement with the Mayor. Schemes can follow the Fast Track Route and are not required to submit viability information if they meet or exceed the relevant threshold on site without public subsidy; are consistent with the relevant tenure split; meet other policy requirements and obligations subject to the satisfaction of the council and the Mayor; and demonstrate they have sought grant to increase the level of affordable housing.
41. Policy H6 of the London Plan sets out a preferred tenure split of at least 30% low-cost rent (London Affordable Rent or social rent), at least 30% intermediate (London Living Rent and shared ownership) and the remaining 40% to be determined by the local planning authority. The affordability of intermediate units must be in accordance with the Mayor's qualifying income levels, set out in the Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. Affordability thresholds must be secured in the s106 agreement along with the relevant viability review mechanism (Early Stage Review in this case).
42. The Haringey Strategic Policies DPD has an affordable housing target of 40%, and a guideline tenure mix of 60% social rented and 40% intermediate. GLA officers understand that Haringey Council has no concerns about this site providing more than the 40% target in this case.
43. This site was acquired by the GLA from the NHS Trust in 2018. London Plan Policy H4 sets out that 50% affordable housing should be provided on public sector land, and therefore this is the threshold of affordable housing required by Policy H5 for this development to follow the Fast Track Route, without public subsidy. Across the whole development, the Planning Statement confirms that the development would provide 60% affordable housing by both unit and habitable rooms on site. The proposed tenure split would be consistent with

London Plan Policy H6 with 54% London Affordable Rent and 46% Intermediate (by unit). This is acceptable, but more detailed figures should be provided comparing the exact tenure percentages by both unit number and habitable room to ensure full compliance with London Plan policy.

44. Catalyst Housing will deliver the community-led homes. It is GLAP's responsibility to select a community organisation to acquire and manage these homes. To maintain a policy-compliant tenure split, it should be secured within the s106 that these homes are to be provided London Living Rent or equivalent. The community organisation must have the opportunity to be involved in designing their housing by participating in the design process for the relevant reserved matters application and this should also be appropriately secured. If the future community organisation does not have the capacity to acquire all of the homes allocated to this use, then they would be replaced with standard affordable homes provided by Catalyst Housing at London Living Rent.
45. It is stated that the NHS Trust will be given nomination rights in relation to 22 of the London Living Rent homes across phases 1a and 3 for key worker staff accommodation. This should also be appropriately secured within the s106.
46. The affordable housing provision would therefore exceed the threshold for the Fast Track Route and would be policy-compliant subject to suitable planning obligations. As can be seen above, the detailed component would be front-loaded with the delivery of private sale housing and the outline phase would be weighted significantly towards affordable housing. To ensure the affordable housing is delivered in the later phases, an appropriate occupation restriction mechanism must be secured within the s106. GLA officers would welcome the opportunity to be involved in the drafting of a suitable wording.
47. All affordable housing must comply with qualifying rents/ income levels and criteria, as set out in the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report. Affordability thresholds for a range of incomes should be identified for the Shared Ownership units and secured in the s106. In accordance with London Plan Policy H5, an Early-Stage Viability Review must also be secured in the s106 to be triggered if an agreed level of progress on implementation is not made within the agreed period.

Housing choice/ mix

48. The housing size mix specified for the detailed component responds largely positively to London Plan Policy H10, which states that schemes should generally consist of a mix of unit sizes in relation to the number of bedrooms. A good number of larger family homes are provided however these are largely allocated to market housing whilst the affordable housing, especially the London Affordable Rent units, are exclusively smaller units. Indicative unit sizes according to tenure are not provided for the outline component or the scheme as a whole although it is indicated that 17% of all homes would be 3 or 4 bedrooms. The outline component should ensure that a range of unit sizes, including larger family homes, are delivered as affordable housing. Indicative unit sizes by tenure should be provided for review prior to Stage 2 and the

applicant should continue to engage with the council to ensure that the overall housing mix appropriately responds to the local need for affordable housing.

Specialist older person housing

49. London Plan Policy H13 supports the provision of specialist older person housing which does not provide an element of care but is specifically designed and managed for older people (minimum age 55 years). Table 4.3 of the London Plan sets an annual benchmark of 110 units per annum for Haringey. The application will make a significant contribution towards this target by proposing 38 units of older person housing (36 x 1-bed and 2 x 2-bed) to be delivered in Phase 1a at London Affordable Rent, which is strongly supported. The older person's accommodation sits within the north-west part of the site, adjacent to the new vehicle entrance on St Ann's Road, close to the Peace Garden.
50. GLA officers are satisfied that the older person housing has been designed in accordance with the principles of Policy H13, to the highest standards of accessible and inclusive design as set out in the Design and Access Statement and includes appropriate mobility scooter parking facilities at ground floor level. 1no. designated Blue Badge parking space is allocated to this part of the development. All building entrances are access directly from the street and due to the low anticipated traffic levels in the neighbourhood, it is expected that people will be able to be dropped off/ picked up at any point within 50 metres of any entrance. This is acceptable.

Urban design

51. 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. Comments are based on the detailed drawings for the detailed component and the illustrative masterplan, Parameter Plans, and Design Codes for the outline phases.

Optimising development capacity and residential density

52. London Plan Policy D3 encourages the optimisation of sites, having regard to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity including transport. It also states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure, and amenities by public transport, walking and cycling. Policy D3 also states that the higher the density of a development, the greater the level of design scrutiny that is required, particularly the qualitative aspects of the design.
53. The development would have a residential density of c. 138 units per hectare and the total number of homes and amount of non-residential floorspace significantly exceeds the Site Allocation. The scheme has been subject to

robust design process with officers from Haringey Council and three Quality Review Panels. No strategic concerns are raised with regards to the buildings' height, massing or separation distances and the level of residential quality is high. The provision of public and private open amenity spaces is also a strongly positive element of the scheme. The site currently has a relatively low Public Transport Accessibility Level (PTAL) of 1b-2 but the proposed improvements to connectivity, particularly the new south-west pedestrian and cycle link which provides a shortcut to Harringay Green Lanes station, are expected to increase the PTAL. The proposed development density is therefore supported in accordance with London Plan Policy D3.

Height, massing, and townscape

54. Haringey's Strategic Policies DPD defines tall buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys or over and are otherwise larger than the threshold size set for referral to the Mayor of London. The proposed buildings would have a maximum height of 9 storeys and in line with the criteria above, are not considered to be tall buildings in the context of this site.
55. The building height strategy, which sees the tallest buildings bordering the Peace Garden and the railway with lower heights on the site's east and west edges, is supported. The proposed taller buildings overlooking the Peace Garden park would potentially make for a safer public space as well as increasing the number of homes that benefit from this desirable outlook. Views provided within the Design and Access Statement from within the Peace Garden demonstrate that the proposed massing appropriately balances site optimisation with retaining the sense of openness to the park and would not be overbearing. At the various site boundaries, the reduced massing responds well to the existing context which includes the St Ann's Conservation Area and the prevailing terraced-house typology on Warwick Gardens to the west.

Development layout and public realm

56. The layout of the proposed development derives from a landscape-led masterplan approach, incorporating a generous quantum of public open space and a considered network of private green spaces that tie into the broader context. The proposed blocks and key routes are aligned to create new routes through the site in addition to the provision of a new pedestrian and cycling connection to Warwick Gardens, significantly reducing journey times to Green Lanes. The proposal also includes new vehicular, pedestrian, and cycle entrances onto St Ann's Road. In response to the wider context and in particular the relationship with Chestnuts Park on the north side of the road, the applicant should provide an update on the status of discussions with the council to open up the park's southern fence line to provide a direct through-connection from the development to the park.
57. The distribution of varied building typologies across the site, in conjunction with the retained heritage buildings and layout of the new routes, help to define character areas across the masterplan that would promote legibility and sense of place for future residents. The submitted Design Code for the outline

component is considered to be robust and will serve to secure design quality throughout the future phases.

58. The proposed development is a 'car-lite' scheme with a parking ratio of 0.17 car parking spaces per dwelling across the scheme. Notwithstanding the requirement to provide the appropriate quantum of residential parking for this location efforts have been made to minimise parking provision to serve the pedestrian-focused environment throughout the neighbourhood and this is strongly supported. The parking provision, which is located in the form of parallel parking bays along key vehicle routes, does not unduly dominate the public realm. Within the detailed component, the interfaces between the ground floor layouts (including entrances, cycle and bin stores, private amenity space and boundary treatments) and the public realm are well-considered to contribute to an activated public realm with a good level of natural surveillance.

Residential quality

59. London Plan Policy D6 promotes quality in new housing provision, with further guidance provided by the Mayor's Housing SPG. Detailed floorplan layouts have been provided for the detailed component as well as more detailed layouts for each typical unit type within Phase 1a. GLA officers are satisfied that the residential quality responds positively to the standards in the London Plan and the Mayor's Housing SPG. The privacy impacts between the proposed residential units, and the relationship of the new development to adjoining properties, has clearly been carefully considered and the Daylight and Sunlight Report submitted with the application shows that 98% of the rooms within the proposed development meet daylight criteria in accordance with the BRE recommendations.
60. The Daylight and Sunlight report also considers the impact of the development on light to neighbouring properties that adjoin the site. It concludes that whilst there will be some larger reductions to individual windows that exceed BRE recommendations, this is generally due to the presence of existing light-obstructing features on these buildings. The Council should be satisfied that the impacts to all properties are within acceptable limits when balanced against the public benefits of the proposal.

Fire safety

61. Policy D12 of the London Plan requires a fire safety statement to be submitted which has been prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 of the London Plan also seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments, where lifts are installed, as a minimum, at least one lift per core (or more, subject to capacity assessments) should be a fire evacuation lift, suitably sized to be used to evacuate people who require level access from the buildings.

62. The applicant has submitted a Fire Strategy Report prepared by Tenos who are fire engineering consultants. It should be confirmed that the author of the report is a suitably qualified professional. The report includes much of the information required to address how the development proposals will function in terms of the fire safety requirements of Policy D12(B) of the London Plan but is currently structured around the requirements of the Building Regulations. The Fire Strategy Report submitted should also specifically reference the requirements of Policy D12 Part B. Specifically, further detail is required regarding features which reduce the risk to life: fire alarm systems, passive and active fire safety measures, and associated management and maintenance plans; and how it will be ensured that any future modifications to the buildings will take into account and not compromise the base build fire safety and protection measures. A declaration of compliance in relation to both Policies D5 and D12 should also be included within the revised Fire Safety Strategy report prior to Stage 2, as set out in the Fire Safety draft LPG. A condition should be secured for compliance with the updated strategy.

Inclusive access

63. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design – not just the minimum. All applications should ensure that the development can be entered and used safely, easily and with dignity by all; it is convenient and welcoming; and provides independent access without additional undue effort, separation, or special treatment. London Plan Policy D7 requires that at least 10% of dwellings are wheelchair user dwellings.
64. In accordance with London Plan Policy D7, 10% (97) of the proposed dwellings across the whole scheme will be wheelchair user homes and designed to meet Building Regulation requirement M4(3) 'wheelchair user dwellings' with all other homes meeting Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The Access Statement confirms that wheelchair user homes would be distributed across dwelling size, tenure, and phase to ensure that future residents requiring a wheelchair adaptable dwelling have as much choice as anyone else, as far as possible.
65. Other key access provisions include step-free, level or gently sloping pedestrian routes; accessible on-street drop-off points close to building entrances; accessible cycle parking provision. The provision of a separate Access Statement within the submission documents, prepared by an access consultancy, is welcomed. This document is comprehensive and the detailed inclusive design measures outlined should be secured by condition.

Heritage

66. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets. The Act requires that special regard be given to the desirability of preserving the special interest of listed buildings or their settings, and also places a duty upon local planning authorities in determining applications for development affecting conservation

areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. If it is judged that harm to the heritage assets would arise from the proposed development, considerable importance and weight must be attributed to that harm, in order to comply with the statutory duties.

67. The NPPF states that great weight should be given to the asset's conservation and, the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic, or historic and may derive from an asset's physical appearance or its setting. Where a proposed development will lead to either total loss or 'substantial harm' to the significance of the heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh harm or loss. Where a development will lead to 'less than substantial harm' then the harm should be weighed against the public benefits of the proposal including securing the optimum viable use.
68. Policy HC1 of the London Plan states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.
69. The St Ann's Conservation Area extends along the northern edge of the site and encompasses a number of existing buildings that front St Ann's Road including Mayfield House, which is a large two-storey Victorian building and is also locally listed. There are no statutory listed buildings within or adjacent to the application site. The nearest listed buildings are the Grade II* listed Parish Church of St Ann, the Grade II listed St Ann's Church School, and the Grade II listed 1-5 Avenue Road, which are c. 350m to the east ('the listed building group'). The Grade II* listed Salisbury Public House is c. 500m to the west.
70. GLA officers broadly agree with the assessment of significance of the identified heritage assets within the Heritage Statement and the assessment of the impact of the proposals on that significance. The proposed retention and reuse of Mayfield House, which sits at the northern end of the Peace Garden, is strongly supported and its retention and refurbishment would improve its appearance, character, and function. These works would also, to some degree, enhance the character and appearance of the St Ann's Conservation Area.
71. The submitted Heritage Statement concludes that there will be a degree of harm arising to the setting of the St Ann's Conservation Area from the fact that the new built form being constructed is at a scale and height greater than that of the existing townscape context. This harm is judged to be 'less than substantial' and at the lower end of the scale. GLA officers agree with this conclusion. It is considered that there would be no harm caused to the setting of the listed building group to the east or the listed Salisbury Public House to the west due to the distance between these assets and the application site and the limited visibility of the new buildings in the setting of the assets.

72. The harm identified to the conservation area must be given considerable importance and weight. As harm has been identified, the proposals do not comply with London Plan Policy HC1 however, in accordance with the provisions of the NPPF, the harm must be weighed against the public benefits. GLA officers consider that the harm identified would be comprehensively outweighed by the public benefits of the proposal, namely the provision of housing, including a significant amount of affordable housing, as well as new public open space and community facilities, through the sustainable redevelopment of previously developed land.

Transport

Vehicular, pedestrian, and cyclist access

73. The proposals would retain the existing vehicle access point from St Ann's Road as a pedestrian and cyclist route only and would introduce two new vehicular access points to the east and west of the current site entrance. This is supported however it is unclear how this would impact upon existing bus stops on St Ann's Road. This must be clarified prior to Stage 2 as any changes to bus assets would need to be agreed with TfL.

Highway works, public realm improvements, and wayfinding

74. Given the scale of the proposals, the applicant is proposing works to the borough highway and is expecting to contribute to improvements to St Ann's Road between Green Lanes and Seven Sisters Road. Further information on this element is requested, in order to understand any impact on bus infrastructure. The applicant has submitted a Healthy Streets Transport Assessment and an Active Travel Zone assessment and the ATZ assessment identifies 6 key routes which were agreed with TfL. Any necessary improvements arising as a result of the ATZ should be agreed with Haringey Council and secured by way of a suitable legal agreement.
75. The proposed pedestrian and cycle link to Warwick Gardens is also welcomed and will create a convenient walking and cycling route to Haringay Green Lanes station, significantly increasing the PTAL of this site. This link is integral to the success of the development and should be secured within the s106. The applicant should develop a wayfinding strategy for the wider masterplan site and surrounding areas to and from public transport hubs as new cycle and pedestrian links emerge.

Car parking and Controlled Parking Zone

76. The applicant is proposing a 'car-lite' scheme with a proposed parking ratio of 0.17 car parking spaces per dwelling, based on 995 homes which equates to a total of 156 spaces (including Blue Badge). This is compliant with London Plan Policy T6.1 given both the current and proposed PTAL for this outer London site. Clarity should be provided on the ratio for each detailed and outline phase. Regarding the Blue Badge parking, the applicant is proposing 3% from the outset and an additional 2% if demand was to arise. It is noted that future occupants will have a permit to park on site, and details regarding reviewing

these permits should be provided. The quantum of car parking provided for the commercial element of the scheme appear acceptable.

77. The site is not within a Controlled Parking Zone (CPZ) at present given there was no need for the former hospital use to be subject to this. Given the proposed parking strategy, the applicant should work with Haringey Council to implement a suitable CPZ for this area to reduce any overspill parking and limit additional vehicle ownership and use. In addition, all future occupants of the site would be exempt from holding Council parking permits and this should be secured via the s106.
78. The application proposes 20% active and 80% passive provision for Electric Vehicle Charging Points (EVCPs). Whilst this is compliant with London Plan Policy T6 the applicant is encouraged to provide 100% active EVCP provision for all spaces.

Cycle parking

79. The applicant is committed to providing long and short-stay cycle parking in accordance with the London Plan and London Cycle Design Standards (LCDS) across the whole site, which is welcomed. However, it is requested that the applicant provides exact details to confirm compliance for the residential and commercial cycle parking with the LCDS. Details on short stay cycle parking locations should also be provided. Regarding the outline component, further information is requested on the expected layouts of the cycle parking. Clarification is required that the outline application area can accommodate at least London Plan Policy T5-compliant cycle parking spaces.

Trip generation and highway impact

80. The work carried out to explore the trip generation and highways impact is welcomed. However, the data provided requires amendments in order to fully understand the impact on the public transport and wider highways network. Further information has been provided in TfL's detailed comments to the Council.

Travel Planning

81. An outline Travel Plan, setting out a range of measures to encourage active and sustainable travel, has been submitted for the residential element of the wider masterplan. Officers note that several positive initiatives are included to boost active travel, but further targets should be provided. The applicant has not provided any information for the commercial travel part of the scheme. Details of travel planning measures and targets should be discussed further prior to Stage 2. The final Travel Plan should be secured within the s106 in accordance with London Plan Policy T4.

Servicing and Deliveries

82. A Delivery and Servicing Plan has been submitted. The management, overall level of servicing and locations are considered acceptable. However, the

applicant should provide information on delivery and servicing whilst the different phases are being built. The applicant should identify whether the areas would be marked or signposted. The final DSP should be secured by condition.

Construction

83. The applicant has provided an Outline Construction Logistics Plan (CLP) which gives construction details, including the expected number of trips, routing, working hours, and practices. Given the number of vehicle trips expected, it is requested that all trips are outside peak hours. In addition to this, further details are required, and these have been required in TfL's detailed comments to the Council. The final CLP should be secured by planning condition and TfL should be consulted prior to the commencement of any works.

Sustainable development

Energy strategy

84. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2013 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on site may a contribution to a carbon offset fund or reductions provided off site be considered.
85. An Energy Strategy (including Overheating Assessment) has been submitted with the application. The Energy Statement does not yet comply with London Plan Policies SI2, SI3 or SI4. The applicant is required to further refine the Energy Strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Council and applicant in a technical memo that should be responded to in full, however outstanding policy requirements include: clarifications on the Be Lean carbon reductions for the detailed and outline components; further details to demonstrate the cooling hierarchy has been followed; demonstration that renewable energy has been maximised, including roof layouts showing the extent of PV provision and details of the proposed air source heat pumps; confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement; and further details on the heating strategy and on the design of future district heating network connection is required, the connection to the DHN must be secured by condition or obligation (see below).
86. For the domestic change of use part, the development is estimated to achieve a 76% reduction in CO2 emissions compared to 2013 Building Regulations. For the non-domestic new-build element, a 56% reduction is expected.
87. The development falls short of the net zero-carbon target in Policy SI2, although it meets the 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured. This should be calculated based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or where a local price has been set, the borough's carbon offset price. This should be secured by planning obligation.

Energy infrastructure

88. The applicant has previously investigated the opportunity to connect to the Upper Lea Valley Energy from Waste district heating network via the Woodberry Down network. It has been confirmed that the Woodberry Down network does not have additional capacity to export heat to the proposed development and evidence of this correspondence has been submitted.
89. Instead, the applicant has been investigating a possible connection to the Haringey District Energy Network, which will be a key connection within a wider network connecting Edmonton Energy Recovery Facility in Enfield to developments in Haringey and Hackney. Where opportunities exist to connect to nearby existing or planned district heating networks, this should be the propriety for supplying heat to the development in accordance with the London Plan heating hierarchy. The Haringey DEN is at feasibility stage although there is a very strong commitment from Enfield, Haringey, and Hackney Councils to bring it forward and the project benefits from grant funding. Nevertheless, the applicant suggests there is insufficient certainty relating to the creation of the network until mid-2023, with Phase 1a of the proposed development proceeding earlier. As such, the current proposal is to provide a permanent on-site communal heat network for Phase 1a with connections to the DEN to be made in future phases if it becomes operational in that time.
90. The applicant has provided the latest note prepared in response to the Council in April 2022 on this matter. The note is not conclusive, and it is noted that the Council's position is still that Phase 1a's future connection to the network should be safeguarded with a temporary solution provided in the interim. Further correspondence and evidence of two-way communication with the Council should be provided as well as confirmation from the network operator that the network has capacity to serve the new development together with supporting estimates of the CO2 emission factor, installation costs, and timescales for connection. GLA officers' strong preference is also for Phase 1a to connect to the DEN in future and for a temporary solution in the meantime, unless a very strong justification can be presented for why this is not practically possible. The connection is to be secured through a suitable condition/obligation.
91. The applicant is proposing three heat networks supplied by three energy centres for the different phases of the development. The applicant states that the number of energy centres has been kept to a minimum and energy centres for Phases 1b and 2 consolidated into one, and that it is not feasible to provide a single site-wide energy centre. Phasing is given as the main reason for this however it is unclear why more space cannot be allocated in the first phase to allow a site-wide energy centre in future. The size of the heat networks cannot be used as a reason for divergence from policy. GLA officers' strong preference is for a single site-wide heat network supplied by a centralised energy centre unless a very strong justification can be presented for why this is not practically possible.

Whole Life-Cycle Carbon

92. In line with London Plan Policy SI 2, the applicant has submitted a Whole Life-Cycle Carbon (WLC) Assessment. Detailed comments on the WLC Assessment are to follow directly to the applicant and Council.
93. The final Whole Life-Cycle Carbon Assessment that includes a completed GLA WLC Assessment template and follows the guidance in the LPG should be provided prior to Stage 2. Submission of a post-construction assessment, to report on the development's actual WLC emissions, should also be secured by condition.

Circular Economy

94. The applicant has submitted a Circular Economy Statement to support the application which is welcomed. The CE Statement is supported by an Operational Waste Management Plan, Site Water Management Plan, and Pre-Demolition Audit.
95. The current CE Statement references the consultation draft of the Circular Economy statements LPG, and therefore should be updated to reference the up-to-date requirements of the adopted version of the guidance (March 2022). The applicant has provided screenshots of the completed GLA Circular Economy template in Appendix C of the written report, demonstrating that it has been completed. This is welcome however it is requested that the applicant provides the completed template in the Excel format to the GLA for comment prior to Stage 2. In terms of the content of the document, the applicant must provide additional consideration in some areas and further information with respect to key metrics. Detailed comments have been provided to the council and the applicant in a technical note and should be responded to in full.
96. The Council should secure via condition the submission of a post-completion report setting out the predicted and actual performance against all numerical targets in the final Circular Economy Statement.

Water efficiency

97. The Sustainability Statement notes that the proposed dwellings will target a maximum indoor water consumption of 105 L/ person/ day, in line with the optional standard in Part G of the Building Regulations, and compliant with London Plan Policy SI 5. The Sustainability Statement notes that 3 Wat 01 credits are targeted for the non-residential uses on site, with water consumption reduced by 40%, also in line with Policy SI 5. Water efficient fittings, water meters, and a leak detection system are proposed, which is welcomed. Rainwater and greywater harvesting should also be included.
98. The proposed development generally meets the requirements of London Plan Policy SI5 but the applicant should also include detailed water harvesting and reuse proposals to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide dual benefit.

Digital connectivity

99. A planning condition should be secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in accordance with London Plan Policy SI6.

Environmental issues

Green infrastructure and urban greening

100. The proposed development presents a well-considered approach to the integrating of green infrastructure and urban greening. This includes the incorporation of green roofing and rain gardens, which support multifunctionality, in accordance with Policy G1 of the London Plan. The north-south green linkages (comprising both public private amenity space) between the SINC and Peace Garden is a positive addition, and it is encouraging this is secured within the Design Code.
101. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.42, which exceeds the target set by Policy G5 of the London Plan. As a hybrid scheme, it is important that the current quality and quantity of greening is secured through design codes and delivered through subsequent stages of planning. The UGF score of 0.42 should explicitly be written as a minimum within the Design Code and secured by condition. This should be enhanced where possible.

Biodiversity and nature conservation

102. In terms of biodiversity, London Plan Policy G6 states that proposals that create new or improved habitats that result in gains for biodiversity should be considered positively and that development proposals should aim to secure net biodiversity gain. The applicant has provided a Biodiversity Net Gain (BNG) report by London Wildlife Trust, which states that the proposals would achieve BNG of 12.2%. This is positive but the applicants are encouraged to treat this as a minimum and enhance it wherever possible.
103. The site lies partially within the 'St Ann's Hospital Wood' Site of Importance for Nature Conservation (SINC), identified as being of Local Importance which runs along the southern edge of the site adjacent to the railway embankment. This part of the site is also immediately adjacent to the 'Tottenham Railside' SINC, which includes the railway embankment itself, identified as being of Borough Importance.
104. In accordance with Part C of Policy G6 of the London Plan, the applicant should apply the following mitigation hierarchy to minimise development impacts: 1) avoid damaging the significant ecological features of the SINC; 2) minimise the overall spatial impacts and mitigate it by improving the quality or management of the rest of the site; and 3) deliver off-site compensation of better biodiversity value.
105. The potential impacts to the two SINC are considered in various documents including the Design and Access Statement, Design Code, Preliminary

Ecological Appraisal (PEA), and Strategic Ecology Report. The St Ann's Hospital Wood SINC has been considered as a fundamental part of the design, which is strongly welcomed. The woodland/ green area immediately adjacent to the SINC would be buffered from the new development by the landscaped areas around the blocks in Phases 1b and 2 which is positive. The new pathway forming the pedestrian/ cycle link to Warwick Gardens in the south west corner of the site has the potential to impact upon the SINC however this is a vital component of the scheme. The masterplan indicates that the SINC would effectively be fenced off from the pathway to manage access to it. Impacts upon the SINC from construction of the new path should be mitigated and managed as far as possible and mitigation secured by condition.

106. The recommendations and mitigation measures within the PEA and the Strategic Ecology Report should be followed and confirmed prior to Stage 2. A Construction Environment Management Plan, setting out how construction impacts will be avoided and mitigated, should be secured by condition.

Trees

107. The applicant has provided an Arboricultural Impact Assessment (AIA) which sets out that there are 226 individual trees and 32 groups of trees, and 7 hedges within influencing distance of the site. There is 1 Tree Preservation Order. The AIA states that, once proposed tree removal and replacement planting is considered, the proposals would result in a net reduction of c. 0.13 hectares of canopy cover by the time the new trees are mature. This is counter to the Mayor's London Environment Strategy target of increasing tree cover by 10% of current levels by 2050. Efforts to ensure the net tree canopy cover is not reduced should be explored and improved upon where possible.
108. The AIA also provides recommendations regarding any future reserved matters applications for the outline part of the scheme, including an Arboricultural Impact Assessment and Arboricultural Method Statement. This should be complied with. The applicant should provide a diverse range of proposed tree species in terms of biosecurity and also consider large-canopied trees to target urban heat island (UHI) effects and reduce the net loss of canopy cover within the proposals as they currently stand.

Flood risk

109. The site is within Flood Zone 1 but is greater than 1 hectare and within a Critical Drainage Area (CDA). A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). The FRA adequately assess the risk of flooding from fluvial/ tidal and pluvial sources, which is considered to be low. An assessment of sewer flood risk has not been provided and this is required.
110. The FRA states that groundwater monitoring found resting water levels as shallow as 0.85 below ground level which has the potential to impact upon below-ground features such as drainage/ SUDS and during construction. Appropriate groundwater control measures should be specified and secured by condition.

111. For the parts of the site located within the reservoir flood risk extents, the FRA recommends that building users/ residents seek refuge on the upper floors of the buildings and wait for advice from emergency services. The applicant must confirm whether the buildings in the affected area have internal access to upper floors, including communal areas where people can congregate. Further detail of the emergency planning and evacuation strategy should then be set out in a Flood Warning and Evacuation Plan (FWEP) secured by condition.
112. In conclusion the FRA provided does not yet comply with London Plan Policy SI 12 and further information is required in accordance with the above comments.

Sustainable drainage

113. The drainage strategy proposes to restrict runoff to the QBAR greenfield runoff rate for the 100-year event plus 40% climate change. This is supported in principle however the proposed impermeable area is stated to be 4.665 hectares including urban creep allowance, but the greenfield runoff rate has been calculated for 6.337 hectares. The greenfield runoff rate has therefore been over-estimated and should be revised to account for the proposed impermeable area only.
114. In terms of SuDS, the drainage strategy proposes green roofs, swales, an attenuation basin, tree pits, rain gardens, and permeable paving which is welcomed. The proposed detention basin is 1m deep. The applicant should confirm what provisions are included to manage the risk of groundwater ingress given the shallow groundwater found beneath the site. The drainage strategy states that rainwater harvesting has not been included at this stage but may be considered during detailed design; this is not considered to be acceptable for the detailed component. Rainwater harvesting proposals must be outlined at this stage to satisfy the requirements of London Plan Policy SI 13.
115. In conclusion the surface water drainage strategy for the proposed development generally complies with London Plan Policy SI 13, however some further information is required in accordance with the above comments.

Air quality

116. London Plan Policy SI 1 explains that to tackle poor air quality, protect health, and meet legal obligations development proposals must be at least Air Quality Neutral and major proposals must be supported by an Air Quality Assessment. Development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality.
117. Given the location of the proposed development in proximity to a number of human health receptors, construction dust mitigation relevant to a 'high risk' site, along with requirements for NRMM to comply with Low Emission Zone standards should be secured by condition in line with London Plan Policy SI 1 Part D. An assessment of the impacts from construction traffic emissions has not been carried out; this should either be carried out or further justification

129. **Affordable housing:** The development provides 60% affordable housing and is therefore eligible for the Fast-Track Route, subject to the necessary planning obligations regarding affordability and an Early-Stage Viability Review being secured.
130. **Urban design and heritage:** The proposals seek to optimise the development potential of the site and no strategic concerns are raised in respect of the layout, height, and massing of the development. Less than substantial harm to the character and appearance of the conservation area is identified but this is outweighed by the public benefits of the proposal.
131. **Transport:** Further details are required in relation to the impact of the development on bus infrastructure, highways works, car and cycle parking, trip generation, travel planning, servicing, and construction.
132. **Energy:** Further justification is required as to the proposals for heat and energy generation in accordance with the London Plan energy hierarchy, specifically regarding the connections to the future District Heating Network and the proposals for three separate energy centres to serve the development.
133. Further information is required on **sustainable development and environment**.

For further information, contact GLA Planning Unit (Development Management Team):
Grace Harrison, Principal Strategic Planner (case officer)
email: grace.harrison@london.gov.uk
Katherine Wood, Team Leader – Development Management
email: katherine.wood@london.gov.uk
Allison Flight, Deputy Head of Development Management
email: alison.flight@london.gov.uk
John Finlayson, Head of Development Management
email: john.finlayson@london.gov.uk
Lucinda Turner, Assistant Director of Planning
email: lucinda.turner@london.gov.uk

We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

Appendix 5 – Summary of Representations from Residents

LOCAL REPRESENTATIONS:	Summary of Objection	Response
<p>393 RESPONSES</p> <p>389 IN OBJECTION</p> <p>4 IN SUPPORT</p>	<p><i>Material Planning Considerations</i></p> <p>Land Use</p> <ul style="list-style-type: none"> • Inappropriate non-residential uses • Lack of social and community infrastructure <p>Scale, Design and Heritage</p> <ul style="list-style-type: none"> • Overdevelopment of the site 	<ul style="list-style-type: none"> • There will be a range of non-residential uses within the development including workspace, including affordable workspace, a supermarket and other social and community uses. The exact range of uses is subject to further discussion between the applicant and the Council. Appropriate market testing closer to the date of provision is also required. Details would be secured through planning obligation. A substantial financial contribution will be secured through the community infrastructure levy towards community facilities and other local infrastructure. • Policy D3 of the London Plan requires developments to optimise site capacity with regard to good design and other considerations. In this case it is considered that the site is suitable for the size and scale of development proposed, as it has

	<ul style="list-style-type: none"> • Excessive building height • Excessive density • Loss of local character 	<p>been thoroughly assessed for its design quality including through four Quality Review Panels.</p> <ul style="list-style-type: none"> • The building heights are taller in the centre of the site away from the lower scale surrounding built form. Building heights are no greater than three storeys in the most publicly visible locations, such as by St Ann's Road and Warwick Gardens. Residential amenity of existing homes and hospital buildings would be adequately protected. Local heritage would be appropriately respected and protected, and the design of the development is not out of keeping with the local character. • See response to 'overdevelopment' above. The development proposal optimises the capacity of the site to deliver much needed new housing and affordable housing. • The development has been reviewed by the Council's Design Officer and four Quality Review Panels who support its design. The new housing is provided in a contemporary style finished with materials and architectural detailing that reflects and respects local character. Key heritage features would be retained.
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	<ul style="list-style-type: none"> • Loss of heritage buildings and feature • Existing architects should be retained • Lack of boundary maintenance information • Loss of openness 	<ul style="list-style-type: none"> • Heritage features such as locally listed and non-designated heritage buildings, including the existing water tower, would be retained and re-used as part of this application. The boundary wall would be sensitively altered to improve visibility and access into the development and stitch it into the existing community. The Conservation Area would be suitably protected. The Council's Conservation Officer raises no objections to the development, given the wider benefits of this scheme balanced against the low level of less than substantial harm to the conservation area and their settings. • The existing architects will be retained through a planning obligation • The applicant will be responsible for general management and maintenance of the site. Details of general management and maintenance will be secured by condition. • The site is currently closed off by boundary walls on its northern and western sides which will be partially opened up by this proposal. The site is not currently a designated public open space or other specially protected area that is required to be protected in respect of its openness.
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	<p>Residential Amenity and Quality</p> <ul style="list-style-type: none"> • Loss of privacy • Loss of day/sunlight • Increased noise pollution • Negative impacts from construction work • Low quality homes 	<ul style="list-style-type: none"> • The separation distances between the proposed and existing properties is at least 20 metres in all cases. Upper floor balconies are also a common feature of residential neighbourhoods and as such any limited overlooking would not be excessive in the context of an urban residential neighbourhood as a result. • The day and sunlight reports submitted with the application show that there would be only a very limited loss of day/sunlight to neighbouring properties. • The proposed new neighbourhood would be predominantly residential and therefore not significantly noise creating. Non-residential uses would be located in the centre of the site, away from residential properties and the retained hospital. Noise and other disturbance from construction is a temporary nuisance that is controlled by non-planning legislation. • The new homes have been designed with input from the Council’s Design Officer and the Quality Review Panel from an early pre-application stage. All homes would meet relevant internal and amenity space standards, would have adequate internal light levels and most would be dual aspect.
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	<ul style="list-style-type: none"> • Unaffordable homes <p>Transport and Parking</p> <ul style="list-style-type: none"> • Lack of crossing over railway to south <ul style="list-style-type: none"> • Excessive parking • Insufficient parking • Loss of off-site car parking 	<p>Further analysis of the high residential quality of the development is provided in the committee report.</p> <ul style="list-style-type: none"> • The development would include 60% affordable housing across a range of tenures and affordability levels, as required by policy, in order to contribute towards a mixed and balanced local community. 32% of all homes would be provided in the low-cost London Affordable Rent tenure and half of these LAR homes are expected to be purchased by the Council and provided at Council rents. • The crossing over/under the railway to the south cannot be provided due to prohibitive cost and complexities of building over/under a busy railway line. The route would be safeguarded for provision in the future. • The development is required to provide parking on site for wheelchair users as a minimum. Residents of the 17% family homes on site, as well as residents who use vehicles for business purposes, are likely to require a parking space. Under-provision of parking where there is strong demand can lead to parking problems on site and in local streets. A restrained level of parking is provided which is compliant
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	<ul style="list-style-type: none"> • Increased traffic • Negative impact on transport infrastructure • Lack of public realm improvements Carbon Reduction, Sustainability and Pollution • Lack of microgeneration measures 	<p>with the London Plan Policy T6.1. Access to parking permits would be restricted which means existing off-site car parking would not be adversely affected.</p> <ul style="list-style-type: none"> • Increases in traffic from the development would be minor and not significant in the context of existing traffic levels. New crossings would be provided that would reduce vehicle speeds in the area and improve pedestrian safety. • The evidence submitted with this application shows that the impact on public transport would not be significant and the Council's Transportation Officer agrees with these findings. • There would be significant public realm improvements from the development including new crossings on St Ann's Road, a new connection to Warwick Gardens, and improved access points through the northern boundary wall through which the existing community can access the expanded Peace Gardens and other amenities on the site. • The development would include a significant number of photovoltaic panels which has been considered an acceptable
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	<ul style="list-style-type: none"> • Lack of carbon reduction measures • Negative impact on climate change • Increased air pollution Trees, Landscaping and Ecology • Excessive loss of trees and other foliage 	<p>amount of microgeneration by the Council's Climate Change Officer</p> <ul style="list-style-type: none"> • The development meets the minimum policy requirement of 35% reduction in carbon against 2013 Building Regulations. The residential parts of the development achieve a 76% carbon reduction which is a significant level of reduction and significantly above the minimum policy requirement. The remaining carbon would be offset through a financial contribution. • The development would meet the required planning policies with respect to carbon reduction, sustainability and other measures related to climate change. • The development would be at least air quality neutral. Any short-term increases in traffic and dust resulting from construction works would be temporary only. These matters would be mitigated where possible through construction and demolition management plans. • The loss of some trees on site is necessary to enable the development to be constructed. The trees being lost are primarily low-quality trees. A net increase
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	<ul style="list-style-type: none"> • Lack of wildlife conservation • Loss of existing ecology and biodiversity • Lack of ecological improvements • Insufficient green space <p>Other Considerations</p> <ul style="list-style-type: none"> • Loss of safety and security • Increased anti-social behaviour • Lack of surface water retention and mitigation 	<p>of 357 trees will occur on site. The Council's Tree Officer does not object to this application. Further information on this topic is provided in the committee report.</p> <ul style="list-style-type: none"> • The development would mostly retain the existing ecological zone to the south of the site and would significantly expand it further to the east. It would be protected during construction. There would be a biodiversity net gain on site once the development is constructed. • There is a significant net gain in open space and the development would meet the urban greening factor of 0.4 as required by Policy G5 of the London Plan. • The provision of new residential properties in the area would increase passive surveillance and thus safety and security. Measures, including potentially CCTV and number plate recognition, will be considered for the south-west link before it is opened for use. The Metropolitan Police has reviewed the application and raised no objections subject to conditions (Secured by Design) and planning obligations (Local Policing).
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		<ul style="list-style-type: none"> • The surface water drainage proposals for the development have been reviewed by the Council's Lead Local Flooding Officer and found to be acceptable.
	<p><i>Non-material considerations</i></p> <ul style="list-style-type: none"> • Reduction in property value • Information provided with the application is inaccurate or inappropriate • Inappropriate public consultation 	<ul style="list-style-type: none"> • Loss of property value is not a material planning consideration • The information provided is sufficient for the Council to make an informed judgement on this application • The applicant has undertaken several public consultation events and taken views into account where appropriate, as explained in the statement of community involvement submitted with this application

Appendix 6 – Quality Review Panel Reports



Haringey Quality Review Panel

Report of Chair's Review: St Ann's Hospital

Wednesday 6 April 2022

Karakusevic Carson Architects, 37 Cremer St, London E2 8HD

Panel

Peter Studdert (chair)

Andy Puncher

Attendees

Richard Truscott London Borough of Haringey

Chris Smith London Borough of Haringey

Kate Trant Frame Projects

Joe Brennan Frame Projects

Apologies / copied to

Philip Elliot London Borough of Haringey

Suzanne Kimman London Borough of Haringey

Rob Krzyszowski London Borough of Haringey

Robbie McNaugher London Borough of Haringey

John McRory London Borough of Haringey

Elizabetta Tonazzi London Borough of Haringey

Deborah Denner Frame Projects

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1. Project name and site address

St Ann's Hospital, St Ann's Road, London N15 3TH

2. Presenting team

Maurizio Biadene	Karakusevic Carson Architects
Rachel Parker	Karakusevic Carson Architects
Graeme Sutherland	Adams and Sutherland Landscape Architects
Rob Reeds	Lambert Smith Hampton
Jess Watts	Catalyst

3. Planning authority briefing

St Ann's Hospital is a Victorian-era former fever hospital located on the southern side of St Ann's Road and bordered on its remaining sides by Hermitage Road (east), the residential properties of Warwick Gardens (west) and the Gospel Oak to Barking London Overground train line (south). To the north of the site across St Ann's Road is Chestnuts Park.

The hospital land is designated as Site Allocation SA28 which identifies the site for residential development, consolidated medical activities and town centre uses. The site currently has a maximum public transport accessibility level of two.

The northern part of the site is located within the St Ann's conservation area. The Mayfield House building within the conservation area is locally listed. Other heritage assets are located within a short walk of the site including the grade II* listed St Ann's Church.

The hospital site is designated as an area of change and a critical drainage area. The south of the site includes a Site of Importance for Nature Conservation and an ecological corridor and is also covered by a woodland tree preservation order.

The scheme presented at this meeting covers approximately two-thirds of the hospital site with the remaining land to the east being retained for medical purposes. The hospital site received hybrid planning permission in 2015 (ref. HGY/2014/1691) for approximately 450 residential units and commercial uses. This permission has not been implemented and has now expired.

The emerging proposals are for a highly landscaped development of 995 residential dwellings in buildings of between three and nine storeys in height, 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. The development would be delivered in multiple phases through a hybrid planning application and subsequent reserved matters applications and would be supported by a site-wide masterplan.



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4. Quality Review Panel's views

Summary

The panel warmly welcomes the response to its comments at the previous reviews and supports the improvements made to the scheme, commenting that the treatment of the retained wall is particularly successful.

The panel is pleased to see the quality of the proposals, which will act as the baseline for the development of the rest of the site. It stresses the importance of ensuring that the use of high-quality materials as presented is secured through the planning process in order that any subsequent value engineering does not impact negatively on the scheme.

The revisions made to block D3 are contributing positively to the building's architectural quality. The articulation of the corners is working well, and the visual relationship between D3 and D2 has been well-developed. The panel also supports the scale and detailed design of the low-rise housing on the St Ann's Road frontage.

The panel offers some comments on the detailing of the three types of entrance through the retained wall—the pedestrian and vehicular entrances, and the window openings.

These comments are expanded below.

Architecture

- Phase 1A will be the first element of the scheme for the St Ann's Hospital site to be delivered. It is therefore important that it sets the standard for the whole development, with high quality detailing and materials.
- Since the previous review, the design team has tested the design of the tallest building (D3). The panel is reassured by this work and feels that the building will have a successful relationship with the courtyard and the Peace Garden.
- The panel supports the development of the verticality of this block, with the creation of a slenderer appearance, by opening up the corner balconies, and removing the roofs of the balconies at the upper-most floors.
- The lighter, more sculptural approach to the top of the building is successful in reducing its heaviness.
- The attention paid to brickwork detailing is also welcomed, for example, where D3's elevation has a clear base, middle and top, referencing the tones of existing brickwork on the site.
- Equally, the panel enjoys the relationship between the east-facing elevations of C3 and D3 over the Peace Garden, which has been achieved through visual reinforcement of the link through the brick tones, the tops of the buildings and the architectural treatment of the top, middle and base of the elevations of both buildings.



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Low-rise housing

- The panel feels that the scale and detailed design of the low-rise housing on the St Ann's Road frontage relates well to the retained wall and the conservation area.

The retained wall

- The panel admires the further development of the retained wall, which it feels is a very successful part of the proposal, accommodating pedestrian and vehicular entrances, and window openings.
- The panel stresses the importance of the construction detailing where new openings are created in the retained wall. Submission of detailed drawings to describe these would be valuable as part of the planning application.
- The panel questions whether the pedestrian entrances may appear weak when compared to the robustness of the existing buttresses, pointing to the success of the concrete capping of the piers at the vehicle entrances, and suggests further exploration of this aspect.
- The panel has concerns about how the red precast concrete porticos that project above the pedestrian entrances will fare over time. These may not age as gracefully as brick, and the panel suggests consideration of alternative materials.

Landscape

- The panel comments that the Spotted Thorn sits well in the space between the newly orientated D3 building, the courtyard and the Peace Garden.
- It will be essential that the Spotted Thorn is well protected during the construction phase.
- Long-term management and maintenance of the courtyard areas will be essential to their success. Details of how this will be achieved should be included in the planning submission.

Next steps

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



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Haringey Quality Review Panel

Report of Formal Review Meeting: St Ann's Hospital

Wednesday 8 December 2021

Karakusevic Carson Architects, Studio 501, 37 Cremer St, London E2 8HD

Panel

Peter Studdert (chair)

Martha Alker

Phyllida Mills

Andy Puncher

Craig Robertson

Attendees

John McRory

London Borough of Haringey

Richard Truscott

London Borough of Haringey

Chris Smith

London Borough of Haringey

Sarah Carmona

Frame Projects

Adela Paporisto

Frame Projects

Apologies / report copied to

Rob Krzyszowski

London Borough of Haringey

Robbie McNaugher

London Borough of Haringey

Confidentiality

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1. Project name and site address

St Ann's Hospital, St Ann's Road, London N15 3TH

2. Presenting team

Paul Karakusevic	Karakusevic Carson Architects
Rachael Barker	Karakusevic Carson Architects
Maurizio Biadene	Karakusevic Carson Architects
Ed Blackett	Karakusevic Carson Architects
Robert Reeds	Lambert Smith Hampton
Chris Struthers	Catalyst Housing Limited
David Wakeford	Catalyst Housing Limited
Jess Watts	Catalyst Housing Limited
Ross Williams	Hill Group
Graeme Sutherland	Adams and Sutherland
Lucy Victor	Bioregional
Ed Josey	Markides Limited
Amber Fahey	xco2
Louise Fitzgerald	The Environment Partnership

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

St Ann's Hospital is a Victorian-era former fever hospital, bordered on the southern side by St Ann's Road, and by Hermitage Road (east), Warwick Gardens (west) and the Gospel Oak to Barking London Overground train line (south). To the north of the site, across St Ann's Road, is Chestnuts Park. The hospital land is designated as Site Allocation SA28, which identifies the site for residential development, consolidated medical activities and town centre uses. The application site covers approximately two-thirds of the hospital site, with the remaining land to the east being retained for medical purposes. A previous consent was given in 2015 (planning reference HGY/2014/1691) for approximately 450 residential units and commercial uses. This permission has not been implemented and has now expired.

The site currently has a maximum PTAL of 2. The northern part of the site is located within the St Ann's Conservation Area; while the site does not contain any listed buildings, Mayfield House in the northern part of the site is locally-listed and there are other non-designated buildings of historic interest on the site. The Grade II* Listed St Ann's Church is within a short walk of the site. The site is designated as an Area of Change and a Critical Drainage Area. The south of the site includes a Site of



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Importance for Nature Conservation and Ecological Corridor and is also covered by woodland Tree Preservation Orders.

The emerging proposals are for a highly-landscaped residential development of around 975 dwellings in buildings of between three and nine storeys. A new pedestrian and cycle link would connect the south-western corner of the site to Warwick Gardens (and onto Green Lanes). A connection under the railway to the south will also be provided or safeguarded.

This is the third panel review and the design development is well-advanced. Officers seek the panel's views on the design of the housing and boundary treatment on the eastern side of the site, architectural treatments and articulation, car and cycle parking provision, heritage, non-residential strategy, energy/sustainability, drainage, ecology, servicing and phasing.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to review the proposals for development at St Ann's Hospital as they continue to evolve. It commends the thorough presentation and thinks that the proposals promise a high quality of development.

The panel supports the aspirations of the scheme and welcomes the commitment to deliver a high level of affordable housing, alongside generous open spaces and courtyards. The wider site strategy is generally moving in the right direction, and the panel is pleased by the ambition to retain a good proportion of trees within the site, and how this has informed the design process. The retained buildings have the potential to significantly contribute to the character and distinctiveness of the scheme, and the panel highlights that it will be important to get the right uses within these existing buildings.

As design work continues, the panel would encourage further exploration and testing of options for the design of building D3 (nine storeys), in addition to the landscape design of the Spotted Thorn space. Further details on the panel's views are provided below.

Masterplan

- The panel thinks that the diagonal path crossing the site is much improved and has greater clarity and legibility.
- On the southern boundary of the site, the central gap between the buildings seems more generous than the other gaps between the other adjacent buildings. The panel wondered whether this additional space could be given to the opening at the southwest of the site at the junction with the proposed



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pedestrian link beyond the site. Greater generosity in this link could enable better visual permeability through – and beyond – the site.

- The panel notes that the distance from the buildings to the eastern boundary of the site has increased to seven metres. It considers this to be the bare minimum of what is acceptable, if the design and details of the edge treatments and boundary walls are pinned down very carefully, to protect the amenity of the residents in the new blocks in terms of noise and streetlights.
- However, it feels that nine metres to the boundary would be preferable, as this would set the standard of 18m between buildings either side of the boundary if the hospital were to undergo further redevelopment in the future.

Massing and development density

- Nine storeys could be acceptable for the tallest building (D3) if further work to improve the modelling, proportion and visual presence of the block is undertaken. This work should include exploration of the re-orientation of the building through 90 degrees to locate the narrower façade onto the Peace Garden.
- In addition, a more generous plinth, to avoid the full nine storey façade meeting the ground at the primary frontage, would provide a more human-scale to the public realm.
- A lighter, more sculptural approach to the top of the building should also be considered; options include removing the roofs from the upper-most balconies.
- While the five storey shoulder on the buildings within Plot C works well, options should be explored to visually reinforce it, perhaps through re-orientating the bulk of the seven storey section of building.

Place-making, circulation and landscape design

- The panel welcomes the generosity of open space within the proposals and thinks that these will work well. The views through the development and across the Peace Garden to the administration building will significantly contribute to the character and distinctiveness of the place.
- Ensuring that the different spaces within the site are well-articulated and human-scaled will be very important. Reinforcing the approach to primary entrances of key buildings within the landscape design will help to improve legibility.
- The panel would like to know more about some of the secondary spaces within the site, for example the smaller demarcated areas within and adjacent to the Spotted Thorn space. It will be important to clearly define these different areas, and create appropriate boundary conditions for them, to avoid the



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perception of gaps in the landscape. Establishing strong relationships between the character of the interior courtyards and the spaces adjacent to them would also be welcomed.

- The gates into the courtyard spaces appear very large, and the panel feel that greater clarity is needed as to whether the courtyards are the main entrance to each block or intended to be private and secluded; the design and location of the building entrances should respond to the primary approach within the landscape.
- The planters adjacent to building perimeters will play a very important role in achieving privacy for the ground floor corner units and they need to be large enough and deep enough for planting of sufficient scale to deliver adequate screening. The requirements for screening might be different at other façade locations; it will be very important to get this right as it will make a significant contribution to the overall streetscape.
- As there is a high level of affordable housing proposed, the panel has concerns that there will be a significant number of residents who may need vehicles for work. Further thought needs to be given to where these residents will park, and how this will be managed.

Scheme layout and architectural expression

- The architectural language and materiality across the site are generally working well, and the level of care and thought within the evolving elevations is apparent. The palette of tones from buff to light red and dark red is supported. While the brick themes for building D3 (nine storeys) are successful, the opportunity exists to reinforce its architectural expression, to articulate the entrance further, and introduce more depth, detail and contrast to the elevational treatment overall, to better reflect the character of the area.
- The approach to the housing backing on to St Ann's Road is appropriate, as the gables reflect the form of gatehouses and are an attractive feature, although this is more convincing in the images rather than on the model.
- The retained brick walls backing onto St Ann's Road provide a strong edge to the development. Further design development in three dimensions could also help to articulate the rear and gable ends of the housing.
- Further clarity is required concerning the servicing requirements for the retained buildings, as there may need to be internal space allocated for plant.
- There may also need to be further consideration of any specific detailed design requirements of the different uses located within the retained buildings. For example, nurseries require a secure (and visually impermeable) boundary around external spaces, which limits the level of visual 'activity' within the frontage.



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Inclusive and sustainable design

- The panel notes that, as the delivery of the different phases of the development will take six to seven years, the embodied carbon target of <950 kgCO₂e/m² is inadequate. It would encourage the project team to work towards the targets established in the RIBA 2030 Climate Challenge (<625 kgCO₂e/m²), especially in the later phases of the development.
- Visiting the site illustrates the scale of the demolition work to be undertaken; the panel welcomes the aspirations for reusing elements, alongside the audits and sketches that have been undertaken so far. It would like to know more about this at a detailed level and is keen to see the ambitions for sustainable design and embodied carbon carried through the design process.

Next steps

- The panel would welcome a further opportunity to review the proposals, perhaps at a chair's review. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.



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Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



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Haringey Quality Review Panel

Report of Formal Review Meeting: St Ann's Hospital_A

Wednesday 13 October 2021
Zoom video conference

Panel

Peter Studdert (chair)
Yemi Aladerun
Martha Alker
Georgios Askounis
David Ubaka

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Chris Smith	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Papparisto	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Deborah Denner	Frame Projects

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Revisions

A number of revisions have been introduced to clarify the panel's views on the massing of the proposals, and the section of site at the eastern boundary. All revised sections of text are prefaced by **.

Report of Formal Review Meeting
13 October 2021
HQR110_St Ann's Hospital_A

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St Ann's Hospital, St Ann's Road, London N15 3TH

2. Presenting team

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Robert Reeds	Lambert Smith Hampton
Fiona Harte	Lambert Smith Hampton
Rachel Shand	Lambert Smith Hampton
David Wakeford	Catalyst Housing Limited
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Frazer Collett	Hill Group
Graeme Sutherland	Adams and Sutherland
Lucy Victor	Bioregional
Ed Josey	Markides Limited
Tom Kordel	xco2
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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

St Ann's Hospital is a Victorian-era former fever hospital located on the southern side of St Ann's Road and bordered on its remaining sides by Hermitage Road (east), the residential properties of Warwick Gardens (west) and the Gospel Oak to Barking London Overground train line (south). To the north of the site, across St Ann's Road, is Chestnuts Park. The hospital land is designated as Site Allocation SA28 which identifies the site for residential development, consolidated medical activities and town centre uses. The site currently has a maximum PTAL of 2. The northern part of the site is located within the St Ann's Conservation Area. The site does not contain any listed buildings. The Mayfield House building in the northern part of the site is locally listed and there are other non-designated buildings of historic interest on the site. There are other heritage assets within a short walk of the site including the Grade II* Listed St Ann's Church. The hospital site is designated as an Area of Change and a Critical Drainage Area. The south of the site includes a Site of Importance for Nature Conservation and Ecological Corridor and is also covered by woodland Tree Preservation Orders.



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The application site covers approximately two-thirds of the hospital site, with the remaining land to the east being retained for medical purposes. The same site received hybrid planning permission in 2015 (planning reference HGY/2014/1691) for approximately 450 residential units and commercial uses. This permission has not been implemented and has now expired.

The emerging proposals are for a highly landscaped development of circa 965 residential dwellings with a mix of London Affordable Rent, London Living Rent, Shared Ownership, and market sale, along with associated commercial floorspace and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, as well as car and cycle parking. The development would be delivered in multiple phases through a hybrid planning application and subsequent reserved matters applications and would be supported by a site-wide masterplan. Discussions have progressed well with future pre-application meetings moving towards more technical aspects of the proposals. A design freeze is expected soon. The proposed development is also likely to return to the Quality Review Panel for further review in the future.

Officers seek the panel's views on the design of the housing and boundary treatment on the eastern side of the site, architectural treatments and articulation, car and cycle parking provision, heritage, non-residential strategy, energy/sustainability, drainage, ecology, servicing and phasing.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for St Ann's Hospital as they continue to evolve. It commends the work undertaken to understand the landscape and is pleased to see how this has informed the evolving masterplan, with the creation of new, linked spaces around retained trees serving to loosen the grid-form of the previous masterplan. The panel feels that the project team is creative and experienced, and that the scheme is underpinned by laudable aims and objectives. The proposals promise a very high quality of development: the landscape is commendable, there are unique buildings within the site and there will be local distinctiveness and character. The panel feels that the opportunity exists to create a distinguished exemplar for the borough.

However, the panel has some concerns about the massing in the heart of the site, and it is not yet convinced by the scale of the proposals. **As at the previous review, the panel feels that a height of seven to eight storeys would typologically better reflect mansion blocks, and this scale would feel less aggressive than blocks of nine storeys (or greater), in terms of their relationship to the retained heritage buildings and the proposed peace garden. The panel feels that the southern four blocks within the site read as freestanding pavilions, so could be more flexible in terms of building heights as they do not form part of perimeter blocks, subject to overshadowing analysis. However, it acknowledges the balance that must be struck between competing drivers within the brief, and it accepts that allowing more space around existing trees,



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alongside an improved public realm, could off-set some of the impact of the proposed scale. Further consideration of sections taken through key parts of the proposals, in addition to sensitive design of the upper levels of the tallest buildings is required.

Other issues to be addressed include proximity to the boundary to the hospital at the eastern edge of the site and the panel feels that this requires further design work as part of the outline application. Further work, to embed strategic sustainability principles and targets within the proposals, is also required. This should include optimising the design of the elevations around their orientation, specifically in relation to microclimate, shading, cooling and biodiversity requirements. Further refinement of the detailed design of the building envelopes would also be beneficial, in terms of how they shape, activate, and relate to the public realm and pedestrian routes through the site.

The panel is disappointed that it has not had chance to consider the detailed part of the hybrid application and it would like to address this at a further review, alongside the relationship between buildings and the peace garden. Further details on the panel's views are provided below.

Masterplan, massing and development density

- ****At the last review, the panel were keen to see a redistribution of massing from the centre of the site to the southern periphery, to avoid the creation of cavernous or inhospitable streets and courtyard spaces. **Concerns remain about the scale of the development, especially in terms of the relationship to the retained heritage buildings, and the panel would prefer to see the massing peak at seven to eight storeys, with an emphasis on a more gentle 'mansion block' typology, rather than taller buildings that tower over their surroundings.**
- ****It suggests that the visual impact of the taller buildings on site (seven storeys and greater) could be somewhat ameliorated by careful architectural treatment of the top two storeys.**
- **The panel welcomes measures that have been taken to improve the levels of daylight in the streets and spaces, including giving more space to existing trees. It would like to see sections through the key areas, to understand better how the spaces and streets would feel in practice.**
- **The panel is also concerned about the proximity of the buildings to the eastern boundary with the adjacent hospital. Residents of the maisonettes will likely feel very tight up against the boundary and the peripheral hospital route beyond it which will be lined with parked cars.**
- ****The distance to the boundary in this location should be nearer ten metres rather than five – subject to detailed testing - and the boundary should be strongly defined, potentially reusing bricks within the wall and planting semi-mature trees along its length.**



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Place-making, circulation and landscape design

- The panel commends many of the strategic and detailed decisions that have been made in terms of landscape design and place-making. Using the existing trees as a way of loosening up the grid and generating additional linked public spaces has significantly enhanced the masterplan and public realm proposals. The peace garden also promises a high-quality landscaped environment.
- It warmly welcomes the approach to retain a good proportion of the trees on site, and wonders whether there is a proposal for successional planting, as fruit trees have a shorter life span.
- The central civic route through the site would benefit from some additional work to reinforce its legibility and to strengthen the route and its relationship with fronts and backs of buildings located along it.
- Consideration should be given to what users of the route will see when they pass through the different spaces. For example, the admin building is awkwardly situated, with the route passing the rear of the building. This could be addressed by providing a positive new frontage to the rear of the building, so it is essentially double-fronted, or gating/controlling part of the space. More generally, refinement and clarification of the nature of the route, the space, and the fronts and backs of buildings will be needed if it is to be successful.
- The panel would like more information about the location and nature of building entrances and the level of activity they will bring to the spaces around them. Clarification of whether residential units have communal entrances or separate entrances at ground level would also be welcomed.
- The panel would like to know more about how privacy and natural surveillance are to be balanced within the different ground floor uses within the site.
- Further refinement should be made to the gable ends of buildings, to increase the level of activation and articulation in the elevations.
- Greater clarity is needed with regard to the arrangements for pedestrian routes and cycle routes. The panel notes that problems can occur when pedestrians and cyclists come into conflict and greater segregation of routes would be welcome.
- The option to provide a second, western access to the site, to the housing estate to the north of Warwick Gardens, should be explored. This could potentially help to stitch the new development back into the wider urban grain and would also potentially split the length of proposed terraced houses at the western boundary. It would also open up access to the new amenities on site for the wider community.
- The panel would welcome greater clarity on the detailed design of the amenity space at the southern end of the site, including the delineation of the space. It



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questions whether the use of the amenity space will have an impact upon the conservation quality of the SINC.

- The scale of the open space containing the spotted thorn tree needs additional testing, to ensure that it does not feel like a void.
- The panel questions whether the proposed growing space is an asset for the new residents on site, or whether it will be available to the wider community. In either case, there needs to be clarity on the proposed management of the space.
- The parking spaces on site are shown empty in the illustrations, and the panel would like to see more honest representation of the environment in use, when parking spaces are occupied. Electric charge points will also be required, and these should be accommodated within the design of the public realm.
- The panel would like to see explored the scope for using the streets for occasional markets if the parking were relocated.

Heritage buildings

- The strategy for non-residential uses within the site needs to balance flexibility – in planning terms – with a more detailed approach to the design and function of spaces, so that all parts of the public realm are activated and work well.
- The panel questions the condition of the retained buildings, and whether it would be possible to accommodate meanwhile uses within the site during the overall development process. This type of activity could test out potential uses and could start to draw in the community and establish a new culture for the locality.

Inclusive and sustainable design

- The panel welcomes the inclusion of key performance indicators (KPIs) within the sustainable design strategy. It would like to see more detail about the specific KPIs, beyond indicative measures.
- It would encourage the design team to consider biosolar roof systems, combining PV panels with green or blue roofs.
- The issue of overheating – and measures to mitigate it – should be considered as early as possible in the design process. This should include vegetation and shading, as well as façade design.
- The panel notes that darker brick absorbs more heat, contributing to overheating, and would like to see the use of lighter brick stock considered.
- The design team should consider circular economy principles in developing its proposals as part of an integrated approach to construction and reuse.



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- The panel supports strategies to foster biodiversity with regeneration proposals. Swales can be an important part of this, and can reduce the requirement for irrigation, alongside rainwater harvesting.

Next steps

- The panel would welcome the opportunity to consider the proposals at a future review, particularly regarding the detailed application and the relationship between buildings and the peace garden, and sections through key parts of the proposals.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.



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Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

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Design Standards

Character of development

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Haringey Quality Review Panel

Report of Formal Review Meeting: St Ann's Hospital

Wednesday 7 July 2021

Video conference

Panel

Peter Studdert (chair)

Yemi Aladerun

Martha Alker

Phyllida Mills

Craig Robertson

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Sarah Carmona	Frame Projects
Zainab Malik	Frame Projects

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Rob Krzyszowski	London Borough of Haringey
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2. Presenting team

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Suzanne Prest	Karacusevic Carson Architects
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Fiona Harte	Lambert Smith Hampton
Graeme Sutherland	Adams and Sutherland
Chris Struthers	Catalyst
Hannah Utting	Catalyst
David Wakeford	Catalyst
Ross Williams	Hill Group
Jeremy Thurlby	Hill Group
Jenny Baker	Markides Limited
Tom Kordel	XC02
Lewis Knight	Bioregional

3. Aims of the Quality Review Panel meeting

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4. Planning authority briefing

St Ann's Hospital is a Victorian-era former fever hospital located on the southern side of St Ann's Road and bordered on its remaining sides by Hermitage Road (east), the residential properties of Warwick Gardens (west) and the Gospel Oak to Barking London Overground train line (south). To the north of the site across St Ann's Road is Chestnuts Park. The hospital land is designated as Site Allocation SA28 which identifies the site for residential development, consolidated medical activities and town centre uses. The site currently has a maximum PTAL of 2. The northern part of the site is located within the St Ann's Conservation Area. The site does not contain any listed buildings. The Mayfield House building in the northern part of the site is locally listed and there are other non-designated buildings of historic interest on the site. There are other heritage assets within a short walk of the site including the Grade II* Listed St Ann's Church. The hospital site is designated as an Area of Change and a Critical Drainage Area. The south of the site includes a Site of Importance for Nature Conservation and Ecological Corridor and is also covered by woodland Tree Preservation Orders.



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The current site for review covers approximately two-thirds of the hospital site with the remaining land to the east being retained for medical purposes. The same site received hybrid planning permission in 2015 (planning reference HGY/2014/1691) for approximately 450 residential units and commercial uses. This permission has not been implemented and has now expired.

The emerging proposals are for a highly landscaped development of circa 934 residential dwellings in buildings of between three and eight storeys in height, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, as well as car and cycle parking. The development would be delivered in multiple phases through a hybrid planning application and subsequent reserved matters applications and would be supported by a site-wide masterplan. Discussions are at a relatively early stage with several further pre-application meetings arranged. Officers seek the panel's views on the general development principles, including the proposed land uses and layout, access routes (including potential links to the hospital site), landscaping, parking, heritage and commercial/community strategies, and affordable housing provision. In addition, consideration of the proposed development density, building heights and proportion of family homes would also be welcomed.

5. Quality Review Panel's views*Summary*

The Quality Review Panel welcomes the opportunity to review the proposals for the St Ann's Hospital site at an early stage, and feels that the presentation successfully communicates the project team's ambitions for the development. The panel supports the broad strategy for the project, and feels that the work done to date is very positive, and reflects a lot of thought. The landscape proposals, sustainability strategy, affordable housing and tenure mix are all commendable.

Further work, however, is required to refine the configuration of the southern and eastern sections of the masterplan, and this should include clearer integration and reinforcement of the key pedestrian routes into – and beyond – the site to the south, southwest and east. The panel also feels that there should be less reliance on an imposed grid structure. While the proposed development density may be acceptable – subject to testing – the panel feels that some re-distribution of massing may be required to avoid the creation of cavernous or inhospitable streets and courtyard spaces; deeper scrutiny of these areas will be required. The panel would also encourage further exploration of the development approach to the retained heritage buildings in terms of uses, interventions, legibility, language and passive surveillance. Community consultation should help to inform decisions about the relative viability of different commercial uses, in addition to the needs and priorities of the local residents. Scope also remains to improve the architectural expression of the new buildings; as design work continues the panel would like to see greater richness and articulation, resulting in the creation of some distinctive and characterful places. Further details on the panel's views are provided below.



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Masterplan

- The panel welcomes the affordable housing-led approach to development, which will include a mix of housing types and scales. However, it notes that phasing of the masterplan is weighted towards market properties, which may mean that the Council will have to wait for a number of years before any affordable housing is released.
- A key component of the masterplan will be the new link to Green Lanes at the southwest corner of the site, which will significantly improve access to public transport. The strong grid-like layout of the current masterplan does not support this proposed southwest connection, however, and the panel feels that this diagonal route across the site should be reinforced, passing through the key spaces within the masterplan and driving the overall configuration.
- It encourages the design team to consider alternative options for the layout of the southern section of the site, and the area along the eastern boundary. While the layout at the western boundary seems well-considered, it is not necessary to mirror this section along the eastern boundary, adjacent to the hospital.
- The panel would like to see a detailed plan showing the masterplan and the surrounding areas in terms of the infrastructure and amenities within the locality. This should include social infrastructure like schools, nurseries, doctors' surgeries and supermarkets, so that an evaluation of whether the proposed amenities within the masterplan itself are sufficient.
- It would encourage further consideration on the distribution of uses within the masterplan. It questions whether there is enough activity and footfall to support three cafés on site; consideration of income levels and local priorities will also be very important. If there was a very clear pedestrian link through to the hospital, then a well-located and visible café could become a place that hospital staff and visitors would also use, which would improve the long term viability of such a use.
- The panel would encourage further consideration of how well the key routes and spaces are activated and overlooked. It notes that the level of passive surveillance – or activation of a building frontage – of a café compared to a gym are very different.

Massing and development density

- The panel feels that a maximum height of up to 7 or 8 storeys for the tallest buildings on site could be acceptable, subject to an evaluation of the impact that this would have on the adjacent streets and spaces. It has concerns that at this height, some of the streets within the heart of the site will feel canyon-



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like, while the courtyard spaces will be dark and inhospitable. Comprehensive testing of the proposals will be necessary.

- If the massing needs to be re-distributed slightly within the site, there may be potential for a slight increase in the height of the development against the railway at the south of the site, subject to evaluation of daylight / sunlight and overshadowing assessments.
- The lower massing at the western boundary seems appropriate. However, the panel feels that there is potential capacity for some additional height on the eastern boundary, adjacent to the hospital.

Place-making, circulation and landscape design

- The ground floor experience of the primary routes presented appear to be attractive, but the panel would like to see greater distinctiveness for different parts of the masterplan, to create a variety of character areas.
- The panel welcomes the proposed creation of additional links, with connections towards Green Lanes, under the railway, and potentially into the hospital site to the east; the new 'windows' at child height through the main wall onto St Ann's Road provide an additional visual link here. The potential links to the hospital site would give access westwards from the hospital to the new Peace Garden on site, and the panel would encourage further exploration of how to make these east-west links more positive and legible.
- Private gardens backing on to the eastern boundary could be a workable solution to the difficult interface with the hospital. Providing a good buffer of landscape at the rear of the gardens would mitigate nuisance from street lighting and vehicular access through the night within the hospital site.
- The panel suspects that the potential link under the railway will be a complex matter. Identifying the proposed location of this new link within the masterplan and clearly integrating it as a nodal point within the primary circulation routes on site would be supported.
- Further consideration of how the proposed new access to Green Lanes at the southwest corner of the site will be integrated - both with the proposed link under the railway, and with the pedestrian circulation on site as a whole - would be welcomed. Both new connections - under the railway and to Green Lanes - should be well-overlooked and safe.
- The panel would encourage measures to prioritise pedestrian movement within the scheme, for example by introducing raised tables at junctions and reducing the carriageway width, with passing places for vehicles.



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- The panel would like more information about the general arrangements for parking, including parking for delivery or other commercial vehicles. While encouraging active modes of transport is a positive aspiration, it should be recognised that within the affordable housing tenure, a large proportion of residents may need cars due to the nature of their work (for example key workers working unsociable hours).
- Parking provision within the site needs to be realistic, otherwise it could lead to conflict, and the approach to parking should be developed with the community, through consultation. Further exploration of how to accommodate parking sensitively within the masterplan would be supported; this could include some edges of the site being given over to parking.
- The panel applauds the prioritisation of the landscape within the proposals. It would encourage further work on the interfaces between the buildings and the spaces, and careful consideration of the nature of these spaces, whether they are transitional or are places that people will want to spend time in. The landscape proposals should create a sense of ownership and safety.
- The panel notes that the streets within the scheme will have to work very hard, as they accommodate trees, SUDs, and a lot of on-street parking. It welcomes the inclusion of community allotment gardens located on the pedestrian route network.
- The diagrams showing the extent of the green spaces and how they form a continuous link through the site are very attractive. However, the panel notes that, as movement and circulation diagrams are overlaid on the landscape diagram, the extent and continuity of the green space is significantly eroded. It would like to see clear proposals both for how the continuity of green space will be retained across the development, to create ecological corridors, and for how the edges of the central green space are designed, to maximise the proportion of 'parkland' between the buildings fronting onto the space.
- The panel notes that the proposed pedestrian routes through the courtyard spaces may function better as visual links, rather than physical ones, to enable optimum levels of water attenuation, as too many physical routes could create a predominantly hard landscape.

Heritage buildings

- The panel welcomes the retention of the seven heritage buildings within the scheme, and wonders whether there are other notable buildings / structures or surfaces of value – for example the cobbled street – that could be meaningfully retained to contribute to the character of the development.



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- These retained buildings have been treated as 'pavilions', set individually within their context. The panel has concerns that there is no longer any clear sense of 'front' and 'back' to each of these buildings, which presents challenges in terms of architectural language, legibility, views and building approach / entrance sequence. It would encourage further exploration of how the heritage buildings could be adapted; and notes that more dramatic interventions to the existing buildings could be warranted.
- Community and commercial uses have been located in the retained buildings, which could be problematic in terms of conversion, accommodating accessible entrances, or functional requirements like fencing, containment and privacy, for example in the proposed nursery. The panel would encourage further exploration of residential uses within the retained buildings, alongside community uses in new buildings: a contemporary pavilion giving public access and accommodating a community use could be a positive addition to the central parkland.

Architectural expression

- The panel understands that the three-dimensional visualisations of the proposed buildings reflect an initial response in terms of architectural expression. As design work continues, it would like to see a greater level of articulation, detail and variety within and between each block, in order to avoid blandness within the elevations, and to help deliver distinctive, characterful spaces.
- It would like to know more about the proposed mansion blocks at the south of the site, including details about the proposed configuration of the accommodation. The footprints appear to be very deep and the panel questions whether there will be corridors with lifts or whether the blocks will be 'walk-ups'.

Inclusive and sustainable design

- The panel would encourage further scrutiny of the justification to demolish some of the existing buildings on site, where they are of a similar condition or quality to those being retained. It notes that the embodied carbon within the existing buildings should be factored into the life cycle carbon assessment of the overall development.
- The panel would encourage the project team to establish clear sustainability objectives, including unambiguous key performance indicators, to help define the performance of the development, communicate the aims for sustainable design and drive – and quantify – the design process.
- In terms of operational energy performance, the panel welcomes the aspiration for a net zero carbon development. It highlights that as 60 per cent



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of the accommodation will be affordable, a key consideration will be fuel costs for future occupants.

- As the design of the green spaces continues, the panel would like to see the objective qualities of these open areas quantified.
- The panel would also like to see the inclusion of measures to encourage active modes of transport, and to ensure that the purple route through the site is walkable and cyclable, and does not become a rat-run or over-dominated by parked cars.

Next steps

- As design work continues into the next level of detail - and informed by the community engagement process – the panel would welcome a further opportunity to review the proposals prior to submission of the planning application.
- The panel also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability, if required.



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Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



Appendix 7 – Development Management Forum comments

Summary of Discussion Topics

- Affordable housing
- Development design
- Heritage approach

Appendix 8 – Pre-Application Committee minutes

Minutes:

The Committee considered the pre-application briefing for hybrid planning application for the re-development of part of the St Ann's Hospital site to provide a new residential neighbourhood of circa 995 new homes including 60% affordable housing in buildings up to nine storeys in height, 2,400sqm of non-residential uses (including refurbishment of existing buildings), landscaping and public realm improvements, 160 parking spaces and cycle parking.

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

- Some members enquired about the location and safety of the main vehicular entrance to the site and any mitigations. The applicant team stated that moving the entrance had been considered but would create issues with the nearby ambulance station or would result in an entrance closer to junctions or dense foliage in the conservation area. It was explained that safety audits had been undertaken and it was considered that the current proposal was the best available main access point to the site.
- In relation to the location of taller blocks and concerns of residents in Warwick Gardens, the applicant team noted that the highest building in Phase 1a would be nine storeys and would be located approximately 90 metres from Warwick Gardens. It was added that the tallest building would be located close to open space and that its building footprint had been reduced to ensure the retention of an existing tree on site. In relation to alternative locations for the building, it was stated that the proposed location was the optimum location to minimise overshadowing.
- The applicant team noted that they supported the maximisation of walking and cycling opportunities on the site. It was added that the inclusion of a south to west link was a key part of the proposal and would be a link from the main masterplan site to Warwick Gardens.
- In terms of green spaces, the applicant team noted that the St Ann's new neighbourhood site was located near Chestnuts Park but did not seek to compete with this space about would provide a different type of space with more greenery and more intricate spaces.
- It was confirmed that the applicant would be retaining the wall on site but, based on feedback from consultation, would be creating a number of new openings for site access and visibility.

- In relation to a query about the water tower, the applicant team confirmed that they had consulted extensively with the local community and a variety of uses had been considered. It was explained that this was still being determined but would not be a residential use. It was confirmed that the applicant would manage all maintenance standards on site, with the exception of any internal parts should the Council decide to take up its option to purchase.
- It was confirmed that the owner of the building would be responsible for service charges.
- In response to a query about the height and detailed design of the proposal, the applicant team believed that nine storeys would fit comfortably on the site. It was added that there was some variety between buildings and that this was often considered to be subtle. It was highlighted that the applicant team had examined the settings of all buildings and considered that the design was contextual and contemporary.

Cllr Hymas spoke as ward councillor and noted that there would be 167 car parking spaces with a maximum of 10% of these spaces for disabled people. It was commented that, under the London Plan, there was an expectation that developments would be car free and it was queried why the proposal would provide this level of parking. It was added that the homes in the development would be 60% affordable and that car ownership levels were expected to be low. It was suggested that a much lower level of parking could be provided, particularly given the nearby location of schools and local support of reduced car usage.

The applicant team commented that the development proposed 167 car parking spaces, which amounted to 0.17 of parking spaces per home. It was noted that the area had a relatively low Public Transport Accessibility Level (PTAL). It was explained that the London Plan policy proposes 3-7% of the total number of spaces for accessible spaces, with a maximum of 10%, which meant that up to 100 accessible spaces could be provided on site. It was also noted that 17% of the units would be 3-bed and 4-bed homes and were expected to require access to a vehicle at times and there were also some requirements for vehicles that people used for work purposes. The applicant team considered that the proposal achieved a balance which would be supplemented by car clubs, a transport assessment, and a car parking management plan.

Cllr Harrison-Mullane spoke as ward councillor and enquired how the proposal would interact with the District Energy Network (DEN). It was noted that residents were supportive of including a higher number of solar panels as part of the scheme. It was also commented that some residents had expressed safety concerns about the near entrance onto Warwick Gardens. The Assistant Director of Planning, Building Standards, and Sustainability explained that the DEN was not specific to this proposal but was a wider, Council project to provide decentralised energy. It was noted that a decision on the outline business case had been made at Cabinet report in December 2021. The applicant team stated that provision would be made on site if a connection to the DEN became available but that, in the interim, air source heat pumps were proposed and would be supplemented by solar panels. It was added that the scheme planned to have a significant number of solar panels on the roof space. In relation to the pedestrian entrance, the applicant team felt that this would provide a number of wider benefits to the community around access to and through the site. It was added that the applicant was incorporating safety considerations into the design of the site and was working with the Police Secured by Design officer.

The Chair thanked the applicant team for attending.

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