

Appendix 1: Consultation Responses – Internal and External Agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p>Thank you for asking me for comments on this application. I am generally supportive of these proposals.</p> <p>The proposals are a development on proposals that were granted outline approval some years ago. However, the footprint of the proposals has enlarged, as its height has decreased from three storeys to two. The changes have implications on the masterplan agreed at the earlier approval, which was also the approval of the change of use to residential of the western half of the current St Ann’s Hospital site. Be that as it may, I am impressed how the need to rethink their masterplan has resulted in a more well thought through and more detailed proposal for how the future retained hospital site could change as other buildings are redeveloped, so that this proposal would fit into a different organising principle.</p> <p>Essentially the spine of organisation of the hospital will flip from east-west to north-south, and the new building will line up along the east side of the start of this new spine. I consider it is likely this will be a more logical and appropriate hospital wide masterplan, which will promote walking and public transport over car travel and vehicle dominance, and start from a more attractive pedestrian entrance off St Ann’s Road, beside the bus stops and opposite the junction with Cornwall Road and the corner of Downhills Park. As part of this the loop road is replaced with a primary vehicular circulation route, along what will become the western edge of the site. This could be an improvement, if it becomes a proper street, with pavement either side and ultimately buildings that address this street on both sides, even if they are not actually accessed off that street. Therefore I would recommend that if possible that element of the residential site layout should also be modified, to no longer have back</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>gardens of houses backing onto this boundary, but instead to have fronts of flatted blocks.</p> <p>The design of the proposed medical building itself is logical and will provide much superior ward accommodation. I would prefer to see better daylight to the internal “exercise yards”, but there is an acknowledged need for shelter as well as sun and fresh air, and the internal, cloister like courts are a huge improvement on the current “cages”. The entrance procedure is acceptable, and although greater transparency through from the entrance to the landscaped court would be appreciated, this is not a requirement. I am concerned that there needs to be clarity for visitors to the hospital that do not necessarily want this new building, to direct them to the main entrance, past this entrance. It might be better, perhaps as part of the next phase, to locate a distinct entrance at the northern end of the spine, or to make the canopy one that carries the visitor on to its end, rather than obstruct the through view and therefore encourage visitors to turn off at the wrong place. However, I am confident these are changes that could be secured in conditions and/or minor amendments.</p> <p>I am impressed at the care and consideration into the window designs of ward rooms, to the detailing of brickwork generally, and the location and cladding to rooftop plant. The quality of landscaping proposed is also impressive, and its success will be essential to provide a screened, private edge to those sides of the proposal that are intended to be private, supporting the distinctions between public and private.</p>	
<p>Principal Conservation Officer</p>	<p>The proposed building is just outside of St Ann’s Conservation area, although northern edge of the site does fall within it. It is also in close proximity with locally listed buildings such as the St Ann’s Police Station. The proposal is for an inpatient building. The proposal also includes a wider master plan for the</p>	<p>Comments noted. Wall materials will be controlled by condition.</p>

Stakeholder	Question/Comment	Response
	<p>NHS site with an additional building to the west.</p> <p>The overall scale and massing of the building will not have an impact on the setting of the conservation area or the locally listed building. However, given the proximity of the building from the adjacent heritage assets, the quality of materials would be very important and should be conditioned.</p> <p>The boundary wall, within the conservation area and edging the northern end of the site, is an important feature. It's significance is derived from its historic association with the St Ann's Hospital and the continuity of the structure is in particular important. The proposal seeks two new openings in the wall similar to the outline application already approved. Details submitted for the same are similar to what has been approved and would be acceptable in this instance.</p> <p>Overall, the scheme would considered to have no impacts on the heritage assets and as such would be acceptable. All materials and finishes should be conditioned.</p>	
Transportation	<p>A hybrid proposal, ref (HGY/2014/1691), which encompassed this site was approved on the 10/07/2015, with conditions and was subject to signing of the S106.</p> <p>The hybrid proposal consisted of three parts, such as; a) full application for the demolition within the conservation area and construction of 106 flats and 7 houses, conversion to 7 houses and 148 sqm of retail (use class A1) and works associated with access and highways, soft and hard landscaping including car parking spaces b) outline application (with all matters reserved except main access) to construct and convert existing buildings to create 350 residential units and c) outline application (with all matters reserved except scale and layout) for construction of a new mental inpatient unit (use class C2)</p>	<p>Observations have been taken into account. The recommended legal agreement clauses and conditions will be included with any grant of planning permission, as appropriate.</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="533 252 539 268">.</p> <p data-bbox="533 312 1648 600">The outline proposal considered highways matters and found them acceptable, subject to conditions and implementation of the mitigation measures and conditions. Therefore, matters such as: trip generation, principle of creating the accesses and separating the site in two parts (residential-led mixed-use and modern healthcare campus) and at the same time allowing pedestrian connections at two points, including car parking ratio and cycle parking provision have been considered and concluded to have been acceptable.</p> <p data-bbox="533 644 1648 823">As part of the main application, preliminary designs have been submitted for four access points (one existing and three new) to serve the separated development. Two each accesses were created for the separated development, such as: primary and secondary for residential access, primary and secondary for hospital access.</p> <p data-bbox="533 868 1648 1008">The primary residential site access is an existing access from St Ann's Road, (drawing with ref: 25232-002-004 rev A), and it was indicated that an existing bus shelter is proposed to be relocated approx. 2m west. A signalized pedestrian crossing is located nearby.</p> <p data-bbox="533 1053 1648 1232">The secondary residential site access is proposed to be created from St Ann's Road, and is close to the Black Boy Lane. Some details were shown on the drawing with ref: 25232-002-005 rev A. To enable creation of this access, additional works on the public highways are required which include relocation of the existing pedestrian refuge, as shown on the drawing.</p> <p data-bbox="533 1276 1648 1377">The primary hospital access is from St Ann's Road submitted on the drawing with ref: 25232-002-006 rev A, indicating additional works on the public highways such as: bus stops relocations and bus shelters.</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="577 276 1653 384">• This proposal includes creation of this access on St Ann's Road, through the S278 works. Further details to be approved by the local Highway Authority, as part of the S278 process. <p data-bbox="533 424 1653 715">As part of this application, changes to this access have been proposed from the previously approved and include repositioning of this access. The main vehicular access for the healthcare development is now proposed to be west of Cornwall Road. As a result, Stage 1 Road Safety Audit was submitted in response to this change. Potential problems described in this report were considered by the audit team with recommended actions in order to improve safety of the scheme and minimise accident occurrence. Recommendations made on this report to be fully considered during the S278 process.</p> <p data-bbox="533 791 1653 900">The secondary hospital site access is created from Hermitage Road, and was shown on the submitted drawing with ref: 25232-002-007 rev A. The width of this access is 5.5m, and is shown as give way junction.</p> <ul style="list-style-type: none"> <li data-bbox="577 943 1653 1051">• This proposal includes the creation of Hermitage Road access, through the S278 works. Further details to be approved by the local Highway Authority, as part of the S278 process. <p data-bbox="533 1091 1653 1158">The internal road layout appears to be changed, therefore a separate drawing is required.</p> <ul style="list-style-type: none"> <li data-bbox="533 1166 1653 1233">• Condition: further details regarding changes to the road layout are required. <p data-bbox="533 1273 1653 1340">No changes to parking numbers or internal parking layouts are allowed without planning permission approval.</p>	

Stakeholder	Question/Comment	Response
	<p>The drawing submitted does not show clearly where the changes are proposed, and for that reason please add,</p> <ul style="list-style-type: none"> • Condition: Parking spaces must remain as per existing plans. <p>Note: Conditions have been attached to the main application restricting parking numbers for the detail part of the application. S106 capped the parking spaces for the whole development.</p> <p>Travel Plan</p> <p>The submitted Travel Plan (TP) indicates that there is a demand for 40 parking spaces for construction personnel, whereas for the retained St Ann's site and based on the current parking spaces used there is a need for 70 spaces. This totals to 110 parking spaces.</p> <p>A temporary car park of 80 spaces is proposed, split between 60 for the trust staff and 20 for construction personnel. The number of parking proposed is considered high, and no justification was given that numbers proposed are appropriate, and in line with TP's aims to reduce the overall car journeys and encourage all users to sustainable modes of transport.</p> <p>Car sharing and parking priorities are mentioned on the TP, which are considered to be good initiatives that could reduce the single occupancy journeys. Nevertheless, those initiatives may be difficult to implement and manage, without some overspill on other parts of this development, or neighbouring uncontrolled parking areas.</p> <p>Although a TP was included as part of the proposed submission, it lacks key parts and is not written in accordance with the latest guidance's on the subject.</p>	

Stakeholder	Question/Comment	Response
	<p>Therefore, a revision is required which among other contains SMART action plan and targets, which should be monitored at regular intervals. The obligation remains for the developer to implement travel plan measures. Travel plans will only be signed off when targets are met.</p> <ul style="list-style-type: none"> <li data-bbox="533 421 1626 453">• Please submit a revised TP, which is in line with the latest guidance. <p>Demolition/Construction</p> <p>As part of the submission documents the applicant included Demolition and Construction Methodology and Logistics Plan. This proposal requires demolition of a bungalow, only, also known as Building 19.</p> <p>The existing main hospital entrance of St Ann's Road is proposed to facilitate the demolition and construction phase, until the other access is created. The duration of using this access is not disclosed, and no justification was given that construction trips will not interfere with movements along the St Ann's Road, including impacting on operation of the signalised crossing. There are potential safety implications of using this access, due to additional trips created and the type of vehicles used in construction (large lorries, cranes etc.)</p> <ul style="list-style-type: none"> <li data-bbox="533 1050 1648 1187">• Condition: further details are required, such as: no of trips generated in relation to this development, coordination of the trips generated, restricting the hours of deliveries and informing the HA of abnormal load lorries and their movements. <p>It was noted that the developer aims to get the new primary hospital access at the earliest possible date, in order to segregate hospital and construction traffic. When the new hospital entrance is formed, under a Section 278 agreement, this will be used solely for construction access until the new</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="533 236 1081 268">Mental Health Unit project is complete.</p> <p data-bbox="533 312 1648 416">This is considered acceptable and resolves the issue mentioned previously. To enable this a Condition is recommended to be attached which deals with timing of these works.</p> <ul data-bbox="533 461 1648 600" style="list-style-type: none"> <li data-bbox="533 461 1648 600">• Condition: the new access to be created, prior to demolition of the bungalow or immediately after, but no later than the start of construction of the new Mental Health Unit. This access to be used solely for construction until the new Mental Health Unit project is complete. <p data-bbox="533 644 1648 708">In addition, locations of the hoardings were shown that will facilitate the creation of new accesses.</p> <p data-bbox="533 753 1648 895">The hoarding for the vehicular access is shown to be encroaching onto the public highways at two sections on the St Anns Rd. One section shows the enclosure to be 19 m with 0.3 m and mostly allows for 2.1 m footway to remain which is considered acceptable.</p> <p data-bbox="533 903 1648 1082">Nevertheless, where the street lighting column is located the footway width is shown to be 1m. If tolerances are considered this means that less than 0.5m of pedestrian footway is operational. An alternative solution is required, for example: consider removing of the street light column prior to start of proposed works.</p> <p data-bbox="533 1126 831 1158">Highways Licenses</p> <p data-bbox="533 1203 1648 1377">The applicant must ensure that appropriate highways licenses are obtained. For example, although the crane is shown not to oversail onto the public highways, getting to and from the site must be planned in advance. Due to abnormal load of the crane and low bridges in vicinity the Highway Authority must be informed in advance and agree on the route to be used and timings.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: to keep traffic moving and manage congestion</p> <p>Recommendations Subject to attaching conditions, on behalf of Highway Authority I recommend this proposal for approval.</p>	
Drainage Engineer	<p>I've taken a look through the drainage strategy for this site and have no objection to the proposal.</p> <p>Additional Comments:</p> <p>I'm satisfied the drainage strategy meets Haringey criteria for the proposed development at this stage. We will require a management maintenance plan for the SuDS and who will be responsible for the maintenance for the lifetime of the development, and we will also need to see the final detailed drawings.</p>	Comments noted, condition attached.
Carbon Management	No comments received.	Comments are expected before the Planning Committee and will be reported by addendum.
Pollution – Air Quality and Land Contamination	<p>The following comments are made with consideration of the environmental information that has been submitted.</p> <p><u>Air Quality:</u></p> <p>The application site is located back from the nearest main road St Anns Road,</p>	Comments noted and conditions attached to the recommended decision

Stakeholder	Question/Comment	Response
	<p>a major route for which modelling indicates likely exceedences of the Government's air quality objectives for nitrogen dioxide (NO₂) and PM2.5. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMQ) and is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents.</p> <p>The main air polluting operations associated with the proposed development include 211 car parking spaces, 150 deliveries each week and CHP. With regard to Energy use CHP is proposed, although there is no information provided regarding size and type. It is likely to be of a size that SCR will be required to reduce the emissions of NOx.</p> <p>The current London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMQs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMQs)). • Ensure that where provision needs to be made to reduce emissions 	

Stakeholder	Question/Comment	Response
	<p>from a development, this is usually made on-site.</p> <p>An Air quality assessment has not been submitted with this planning application. It is understood that the site contains no residential and that all ancillary buildings on the site are concerned with the running of the hospital, such as administrative buildings. It is further understood that the inpatients of the hospital will be short term.</p> <p>I recommend the following conditions:</p> <p>Air Quality:</p> <ul style="list-style-type: none"> • Prior to any work commencing on the site a full, detailed assessment of all site emissions, including emissions from all energy sources, is to be provided to the LPA for approval. The final design is to be Air Quality Neutral in line with the London Plan and emerging London Plan with respect to all emissions (NO₂, PM10 and PM2.5) from the site. If the proposed development is not air quality neutral, a scheme of mitigation is to be submitted and approved by the LPA. <p><u>Combustion and Energy Plant:</u></p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p><i><u>Reason:</u> To protect local air quality.</i></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Prior to commencement of the development, details of the CHP, including SCR must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <ul style="list-style-type: none"> • Prior to commencement of the development details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA. Any locations considered unsuitable with regard to emissions shall be subject to re-locating. <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <p>Before development commences other than for investigative work:</p> <p>a) Using the information within the Phase 1 Preliminary Risk Assessment, (RSK, Reference: 29356-R02 (00), dated 27th October 2017), a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>❖ <u>CON 2</u></p> <p>Before development is occupied:</p> <p>c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: <i>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="533 272 1048 304"><u>Management and Control of Dust:</u></p> <ul data-bbox="629 352 1644 564" style="list-style-type: none"> <li data-bbox="629 352 1644 564">• No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p data-bbox="580 608 1384 639"><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="629 687 1621 788" style="list-style-type: none"> <li data-bbox="629 687 1621 788">• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p data-bbox="580 831 1384 863"><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="629 911 1644 1267" style="list-style-type: none"> <li data-bbox="629 911 1644 1267">• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p data-bbox="629 1315 1644 1378"><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>Additional comments:</p> <p>I agree that the CHP condition can be removed but please retain the AQ condition.</p>	
<p>Waste Management Officer</p>	<p>The proposed planning application outlined above is not a proposal for residential use.</p> <p>Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required.</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
	<p>The management will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>RAG traffic light status not applicable</p>	
Arboricultural Officer	<p>This development proposal requires the removal of 16 additional trees to be removed, none of which are category 'A' trees. 5 of them are Category 'B' trees, while their loss is unfortunate, it can be mitigated by the planting of new trees. It is proposed to plant up 22 new trees around the new Mental Health Unit, some of these must be specimen sized trees (e.g. 20-25cm stem girth), with the potential grow into large trees and provide more benefits to site users.</p> <p>There some minor incursions into the Root Protection Areas of retained trees, but these are negligible and can be mitigated by recommendations in the Tree Protection Plan. There will also be some minor pruning works to facilitate the development, but these should not have a detrimental impact on the trees.</p>	<p>Comments noted. Condition 9 included for tree planting and landscaping.</p>
Carbon Reduction	<p>Comments not yet provided. To be reported prior to Planning Committee.</p>	<p>Conditions and legal agreement clauses to be added if necessary.</p>

Stakeholder	Question/Comment	Response
EXTERNAL		
Environment Agency	<p>Thank you for consulting us on the above application. We do not have any objections or conditions.</p> <p>The site is located in source protection zones 1 and 2 for public water supply meaning the bedrock and groundwater are very vulnerable to mobilised contaminants. However, the site is overlain by the London clay formation providing protection to the underlying chalk aquifer.</p> <p>Any piling or foundations should be as shallow as possible (ideally within the London Clay) to minimise the risk of creation of preferential pathways into the chalk aquifer where the groundwater is abstracted for public supply.</p>	<p>Comments are noted. No conditions are recommended, piling requirements shall be included as an informative.</p>
Thames Water	<p>Waste Comments Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. 'We would expect the developer to demonstrate what measures he will undertake 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. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p> <p>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</p>	<p>Observations have been taken into account and relevant informative included</p>

Stakeholder	Question/Comment	Response
	<p>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 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.”</p> <p>Water Comments</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Supplementary Comments</p> <p>Comments refer only to the current application. They are limited only to this phase and are not Thames Water response for whole site.</p>	
Metropolitan Police	<p>With reference to the aforementioned application I have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations which are based on available information including my knowledge and experience as a Design Out Crime Officer and as a Police Officer.</p> <ul style="list-style-type: none"> <input type="checkbox"/> It is in my professional opinion that crime prevention and community safety are material considerations because of the use, design, layout and location of the proposed development <input type="checkbox"/> To ensure the delivery of a safer development in line with Local Development Framework Policies DMM5 Para 2.14 and DMM4 (Policy DM2) 	<p>Comments noted. Condition included.</p>

Stakeholder	Question/Comment	Response
	<p>Part A(d) (see Appendix 1 for details). I have recommended the attaching of a suitably worded condition, together with an information</p> <p><input type="checkbox"/> <input type="checkbox"/> I can confirm that I have not met with the project architects or agents to discuss their intentions regarding this development around Crime Prevention or Secured by Design (SbD) as laid out in L.B. Haringey's DMM, however an initial Commercial Application has been received and contact attempted. The Project Planning Statement makes reference to Designing-Out Crime but does not specify any security rated products. I would request compliance to current Secured by Design guidelines</p> <p><input type="checkbox"/> <input type="checkbox"/> Mental Health places a significant level of demand on both the Police Service and NHS and, as such, it is of paramount importance that relevant and practical measures are in place to mitigate against any potential risk and to ensure that staff, patients and visitors are within a safe environment.</p> <p><input type="checkbox"/> <input type="checkbox"/> Between February 2017 and February 2018, the police received 300 calls for service to the hospital area.</p> <p><input type="checkbox"/> <input type="checkbox"/> At this stage it is unknown what types of mental health will be treated at this facility, apart from eating disorders, and therefore the level of risk cannot be properly determined. It is also unknown whether a Section 136 Mental Health Act facility will be included within this development.</p> <p><input type="checkbox"/> <input type="checkbox"/> I have reviewed the documents available on the LB Haringey planning portal and in principle I do not object to the development however due to the areas of concern, highlighted in Design Comments below, I request a dialogue with the project architect(s) to discuss these concerns.</p> <p><input type="checkbox"/> <input type="checkbox"/> Following consultation with the MPS Designing-Out Crime team, the project has the potential to achieve a Secured by Design Award.</p>	
<p>London Fire Service</p>	<p>The Brigade is not satisfied with the proposals for fire fighting access as no detail is shown on compliance with part B5 of the building regulations.</p>	<p>Comments noted. Fire safety requirements are not a matter for Planning</p>

Stakeholder	Question/Comment	Response
		but are instead covered by building control regulations. Nevertheless the application shall be required to address this point before the Planning Committee.
Transport for London	<p>Many thanks for consulting TfL, with regard to the above application, TfL has the following comments:</p> <ul style="list-style-type: none"> □□ There are two bus stops directly opposite the site on St Ann’s Road. Therefore, no disruptions to the bus network or infrastructure must occur during works for this development. □□ The proposed reduction from 484 to 211 car parking spaces, including 16 Blue Badge spaces is welcomed by TfL. □□ The proposal includes the provision of 32 cycle parking spaces. It is unclear whether these are long-stay or short-stay. However, according to the London Plan (Policy 6.9 – Table 6.3), due to the hospital having 970 staff members, 194 long-stay and 32 short-stay cycle parking spaces. These should be provided following the London Cycle Design Standards (see: http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf), including the provision of lockers and showers, and the secured by condition. <p>Subject to the above conditions being met, TfL has no further comments.</p>	Comments noted and will be dealt with by conditions.
Natural England	Natural England has no comments to make on this application.	Comments noted.

Stakeholder	Question/Comment	Response
<p>GLAAS</p>	<p>Thank you for your consultation on the above scheme. The previously advised conditions on the overall redevelopment consent for the wider complex (HGY/2014/16914), should also be applied to any consent for this portion. There may need to be some changes to the submitted WSI for archaeological trenching to address changes to the scheme layout. The impacts to the identified archaeological potential along with the built heritage significance could be mitigated through the imposition of the following two (2) conditions:</p> <ol style="list-style-type: none"> 1. 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 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: <ol style="list-style-type: none"> A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. 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 	<p>Comments noted, conditions and informatives included.</p>

Stakeholder	Question/Comment	Response
	<p>elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>Informative: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.</p> <p>AND:</p> <p>2. Condition No works shall take place until the applicant has secured the implementation of a programme of historic buildings recording and analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority.</p> <p>Informative The development of this site is likely to damage structural remains. The applicant should therefore submit detailed proposals in the form of a project design for building recording. The design should be in accordance with the appropriate English Heritage guidelines.</p>	

Stakeholder	Question/Comment	Response
Historic England	This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.	Comments noted.
LOCAL REPRESENTATIONS (4)	Design <ul style="list-style-type: none"> • How high is proposed building? 	Building is mostly 14.8 metres in height including parapet, but higher including roof level plant

Stakeholder	Question/Comment	Response
	<p data-bbox="533 272 801 308">Impact on Amenity</p> <ul data-bbox="577 347 1534 1090" style="list-style-type: none"> <li data-bbox="577 347 1534 419">• Loss of privacy to existing staff and patients of existing hospital buildings; <li data-bbox="577 611 1534 646">• Loss of privacy to new flats currently under construction to east; <li data-bbox="577 837 1086 873">• Overshadowing from new block; <li data-bbox="577 1026 981 1061">• Increase in noise on site <li data-bbox="577 1061 996 1096">• What will noise levels be? 	<p data-bbox="1675 347 2040 563">Distances between offices/wards of different buildings within the site is already low within the existing site. Bedrooms are located at rear.</p> <p data-bbox="1675 611 1995 786">Residential amenity would be protected by the installation of oriel windows or by large separation distances.</p> <p data-bbox="1675 834 2040 938">Block is not close enough to residential properties to cause overshadowing.</p> <p data-bbox="1675 978 2011 1121">Number of patients/staff/visitors on site would be same as that for outline approval</p>

Stakeholder	Question/Comment	Response
	<p>Use of Buildings</p> <ul style="list-style-type: none"> • Are some buildings sheds or rubbish disposal areas? 	<p>There is a disposal hold within the building for waste. All other waste areas are existing.</p>
	<p>Access</p> <ul style="list-style-type: none"> • Access is required at southern end of new residential development to prevent short-cutting elsewhere 	<p>Direct access to south is not part of this or previous St Anns Hospital plans, although there are long-term strategic objectives to progress this.</p>
	<p>Non-Material Considerations</p> <ul style="list-style-type: none"> • Will block impose on my view? • How long will build take? 	<p>Loss of a view and built timeframes are not material planning considerations.</p>