

ADDRESS: Land to rear of 2-28 Belfast Road, London N16 6UH	
WARD: Cazenove	REPORT AUTHOR: Catherine Slade
APPLICATION NUMBER: 2021/1178	VALID DATE: 25/05/2021
<p>DRAWING NUMBERS:</p> <p>ADP-XX-XX-DR-A-0900 rev S2P3, ADP-XX-XX-DR-A-0901 rev S2P3, ADP-XX-XX-DR-A-0905 rev S2P3, ADP-00-XX-DR-A-0907 rev S2P1, ADP-00-ZZ-DR-A-0911 rev S2P3, ADP-00-00-DR-A-0950 rev S2P1, ADP-00-ZZ-DR-A-0955 rev S2P3, ADP-00-ZZ-DR-A-0956 rev S2P3, ADP-00-00-DR-A-1025 rev S2P7, ADP-00-01-DR-A-1026 rev S2P6, ADP-00-R1-DR-A1027 rev S2P6, ADP 00-ZZ-DR-A-1202 rev S2P3, ADP-00-ZZ-DR-A-1203 rev S2P3, ADP-00-XX-DR-A-1210 rev S2P2, ADP-00-XX-DR-A-1211 rev S2P2, ADP-00-XX-DR-A-1300 rev S2P3, ADP-00-XX-DR-A-1320 rev S2P4, ADP-XX-00-DR-L-1900 rev S2P2, ADP-XX-00-DR-L-1904 rev S0 P9, A-1251 rev S2P1</p> <p>Air Quality Assessment ref 01-21-86202 dated March 2021 by Stroma, Arboricultural Impact Assessment ref 1577.1 dated 08/10/2020, Archaeological Desk-Based Assessment dated September 2020 by Border Archaeology, Ecological Appraisal ref 11212 rev 1 dated 02/11/2021 by LUC, Daylight & Sunlight Report ref SG/20495 dated October 2021 by Delva Patman Redler, Design and Access Statement dated March 2021 by ADP, Drainage Strategy and Water Quality Management Report ref L201026 rev P01 dated 12/03/2021 by AWKSWard, Energy Statement rev P01 dated 12/03/2021 by KJ Tait Engineers, Fire Engineering</p>	

<p>Stage 3 Report - Fire Safety Strategy ref REP-1921045-05-IDL-20210312-Belfast GP S3-Rev01 dated 14/10/2021 by Hoare Lea, Main Investigation Report ref 18673/MIR dated December 2020 by Soils Limited, Noise Control Strategy ref REP-1012139A-05-NC-20210312-Noise Control strategy-Rev00 dated 12/03/2021 by Hoare Lea, Operational Waste Strategy by ADP, Planning Statement dated April 2021 by Bidwells, Site Waste Management Plan, Statement of Community Involvement ref LN28464 dated 10/03/2021 by RLF, Sustainability Statement and BREEAM Pre-assessment dated March 2021 by Tracey Thomas, Transport Statement rev 1 dated 31/03/2021 by Motion, Travel Plan dated 31/03/2021 by Motion</p>	
<p>AGENT: Bidwells 25 Old Burlington Street LONDON W1S 3AN</p>	<p>APPLICANT: London Borough of Hackney Property Services</p>
<p>PROPOSAL: Demolition of existing building and erection of a two storey health centre building (Use Class E(e)) with associated roof plant and site landscaping</p>	
<p>POST SUBMISSION REVISIONS:</p> <ul style="list-style-type: none"> • Minor revisions to the daylight/sunlight report, urban greening factor calculations, bins and recycling strategy and fire strategy. 	
<p>RECOMMENDATION SUMMARY:</p> <p>Grant planning permission subject to conditions and completion of a Unilateral Undertaking.</p>	
<p>NOTE TO MEMBERS: This application is presented to Planning Sub-Committee as it constitutes 'major development' and has received a significant number of objections.</p>	

ANALYSIS INFORMATION

ZONING DESIGNATION: (Yes) (No)

CPZ	Zone T Stamford Hill	
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Conservation Area		No, but southern boundary of site adjoins northern boundary of Northwold & Cazenove Conservation Area
Listed Building (Statutory)		No
Listed Building (Local)		No
Priority Employment Area		No

LAND USE:	Use Class	Use Description	Floorspace Sqm
Existing	E(g)(iii) ¹	Industrial processes	950
Proposed	E(e)	Commercial, business and service (provision of medical or health services)	1,262

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	0	0	0
Proposed	2 (for on call medical staff use only) plus an ambulance drop off point	2 (for patient use)	10 staff spaces, 14 visitor spaces

CASE OFFICER'S REPORT

1.0 Site Context

- 1.1 The site comprises a roughly triangular parcel of land bounded to the north by the rear gardens of predominantly two storey terraced dwellings fronting onto Belfast Road, to the south east by the rear gardens of two and three storey buildings

¹ Formerly falling within Use Class B1(c).

predominantly in residential use (with the exception of the Tawhid Boys School) fronting onto Cazenove Road, and to the south west by Stoke Newington Railway Station, on the London to Cheshunt/Enfield Town overground line, which in this location is in a cutting.

- 1.2 The site is a backland, brownfield site which is more or less level with a slight fall from north to south, and contains a single storey industrial building with north facing saw tooth roof, together with associated hard surfacing and an electricity sub-station in the west of the site (which is to be retained). There are a number of trees within and adjacent to the site, mainly along the boundaries.
- 1.3 The site is located within the Roman Road Ermine Street Archaeological Priority Area. The adjacent railway line is a critical drainage area and green corridor. Land to the north of Belfast Road is within a Priority Industrial Area, but the site itself is not.
- 1.4 The site has a Public Transport Accessibility Level (PTAL) of 5/6a (where 1 is the lowest and 6 is the highest). The site is accessed via a single lane track which extends southwards from Belfast Road between the railway boundary and 2A Belfast Road. Belfast Road is a bi-directional unclassified road which forms part of the London Borough of Hackney highway network. Stamford Hill, which Belfast Road joins, is a red route within the control of TfL. The site and Belfast Road are within the Hackney North controlled parking zone (Zone T) within which on street parking is restricted between the hours of 1000 and 1200, Mondays to Friday. Belfast Road is marked with double yellow lines on both sides of the road in the immediate vicinity of the site.

2.0 Conservation Implications

- 2.1 There are no statutory or locally listed buildings on, or immediately neighbouring, the site.
- 2.2 The site is located to the immediate north of the Northwold & Cazenove Conservation Area and is visible in public views of the conservation area from Willow Cottages and Cazenove Road west of Tawhid Boys' School. It is not visible in public views from the conservation area.

3.0 History

- 3.1 2010/2723 - Outline application (seeking approval for access, layout and scale only) for the demolition of the existing light industrial building and the erection of a part two/part three-storey school building (use class D1) as an addition to the existing school (Tawhid Boys School) to the south of the site. Refused 01/03/2011, dismissed at appeal

3.2 2004/1073 - Certificate of Lawfulness for continued use for educational purposes.
Refused 13/08/2004

3.3 Pre-application advice has previously been provided under reference 2020/2719/PA and 2021/0033/PA. The advice given indicated that the proposed use was acceptable in principle subject to all material planning considerations, including impacts on residential amenity.

4.0 Consultation

4.1 Date Statutory Consultation Period Started: 4th June 2021

4.2 Date Statutory Consultation Period Ended: 24th August 2021

4.3 Site Notices: Yes

4.4 Press Advert: Yes

4.5 Following receipt of amended information, a 14 day consultation has been undertaken, in order to give third parties the opportunity to view the revisions to the daylight/sunlight report, urban greening factor calculations, bins and recycling strategy and fire strategy. This will expire on 29/10/2021.

4.5 Neighbours

4.5.1 Letters of consultation were sent to 334 adjoining owners/occupiers. At the time of publication, 146 representations in support of the application and objections in the form of 11 written representations had been received. The representations raising objection to the proposals did so on the following grounds:

- Impact on the amenity of surrounding residential properties, including by way of loss of light/overshadowing, loss of privacy, loss of outlook, noise and general disturbance;
- Harm to the setting of the conservation area and listed buildings;
- Security of local residents;
- Highway impacts including increased traffic and pressure on on-street parking;
- Disruption during the construction period.

4.5.2 These objections are considered in the report that follows.

4.5.3 In addition, the following non-planning matters were raised:

- Historic damage to neighbouring properties from tree roots;
- Japanese Knotweed on the site;
- Party Wall Agreements;
- Recent changes to local parking controls.

4.6 Statutory / Local Group Consultees

4.6.1 Network Rail:

Raise no objection, subject to informatives.

4.6.2 Historic England (Archaeology):

Raise no objection subject to conditions.

4.6.3 Transport for London:

Raise concerns over quantum, location and design of cycle storage, but otherwise raise no objection subject to conditions requiring the submission and implementation of a Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan and requiring management of the proposed on site parking (clear marking of spaces for disabled and GP operational use only).

Officer note: These matters are discussed further in the main discussion below. Updated comments are expected following reconsultation, which will be reported to Planning Sub-Committee by way of an addendum report.

4.6.4 TfL Overground (Rail for London):

Raise no objection subject to condition and informatives.

4.6.5 Thames Water

Raise no objection.

4.6.5 Crossrail 2

No comments to make.

4.6.6 Clapton Conservation Area Advisory Committee:

Raise objection to the proposal, making the following detailed comments:

“The existing building is an under-appreciated industrial structure the merits of which deserve consideration and protection. We support the re-use of the land as an NHS surgery giving public benefit, but the proposed building could be so much more interesting.”

4.6.7 Hackney Society:

_____ Raise objection to the design of the proposal, whilst confirming ‘no in principle’ issue with the use of the site as a Medical Centre, making the following detailed comments:

“The site of this proposal is rarely capable of appreciation by the general public and has something of a backlands feel because of it. But it is, nonetheless, somewhat tantalising - seen in glimpses from the locked gates on Belfast Road and when the leaves have fallen from the Overground Station.

The site was home to glasshouses from the arrival of the railways until at least the Great War. However by 1936, the OS map shows the nursery to have been replaced by a large 'Engineering Works' in a plan that survives today. In fact much of the north side of Belfast Road had been turned to industrial use by this time too. The industrial heritage of Belfast Road is rich and continues today. Although it has been supplemented by artists' colonies, these undoubtedly help retain the original light industrial fabric. From the glimpses we see on the ground, from Google Earth and from the photographs provided by the applicant, it is clear the existing building has a story to tell, but the applicant has declined to tell it.

The applicant claims "The existing building has been assessed as having very little architectural merit and is in a state of severe decline" - but they do not say by whom or provide any evidence to support the claim. We dispute this assessment and consider the site should be assessed as a potential undesignated heritage asset in view of its industrial past and probable extant early C20 form.

In addition the architectural merit of the glazed, sawtooth roof form is unfairly dismissed and its loss would undoubtedly be one that must be balanced.

Whilst there is clear public benefit to unlocking the land and opening it up to a public health use, the design of the proposed health centre is crude and functional and makes no acknowledgment of its context or the existing buildings on site. The plant, in particular, is poorly integrated and the plan is notably arbitrary and makes inefficient use of the land.

Overall the loss of the heritage is without the justification necessary to judge the scheme. It is, at the very least, an opportunity lost.”

Officer's Note: Matters of design, including the quality of the existing building, are addressed in the main discussion below.

4.6.8 Metropolitan Police Secure by Design Officer:

No objection in principle, however a compliance condition requiring Secured by Design accreditation is requested and further details of waste storage and means of securing the site.

4.7 Council Departments

4.7.1 Transportation: Raise no objection subject to conditions requiring the submission and implementation of a Parking Design and Management Plan, Cycle parking Plan (including details of layout, stand type and spacing), Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan, and securing adequate EVCP provision on site, and financial contributions towards monitoring and works to the public highway necessary to bring the site access into an acceptable condition are also requested.

4.7.2 Waste: raise no objection.

4.7.3 Pollution Air: raise no objection, commenting that the Air Quality assessment is satisfactory, however conditions requiring the submission and implementation of a Construction Management Plan with dust control elements and prevention of the use of Non-Mobile Road Machinery on-site are requested.

4.7.4 Pollution Land: raise no objection subject to a condition requiring the submission and implementation of a remediation strategy, and an "in the event of" unexpected contaminated land condition.

4.7.5 Pollution Noise: raise no objection subject to a compliance condition in respect of background and plant noise.

4.7.6 Drainage: raise no objection subject to conditions requiring submission and implementation of details of sustainable drainage systems and flood resilience measures is requested.

5.0 POLICIES

5.1 Hackney Local Plan 2033 (2020)

- PP1 Public realm
- PP5 Enhanced corridors
- LP1 Design quality and local character
- LP2 Development and amenity
- LP3 Designated heritage assets

- LP6 Archaeology
- LP8 Social and community infrastructure
- LP9 Health and wellbeing
- LP11 Utilities and digital connectivity infrastructure
- LP28 Protecting and promoting industrial floorspace in the borough
- LP31 Local jobs, skills and training
- LP41 Liveable neighbourhoods
- LP42 Walking and cycling
- LP43 Transport and development
- LP44 Public transport and infrastructure
- LP45 Parking and car free development
- LP46 Protection and enhancement of green infrastructure
- LP47 Biodiversity and sites of importance of nature conservation
- LP48 New open space
- LP49 Green chains and green corridors
- LP51 Tree management and landscaping
- LP53 Water and flooding
- LP54 Overheating and adapting to climate change
- LP55 Mitigating climate change
- LP56 Decentralised energy networks (DEN)
- LP57 Waste
- LP58 Improving the Environment - Pollution

5.2 London Plan (2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- S1 Developing London's social infrastructure
- S2 Health and social care facilities
- E4 Land for industry, logistics and services to support London's economic function
- E11 Skills and opportunities for all
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G5 Urban greening

- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 6 Digital connectivity infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.5 Non-residential disabled persons parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the Plan and Planning Obligations
- M1 Monitoring

5.3 SPDs/SPGs

- London Borough of Hackney Planning Contributions SPD
- London Borough of Hackney Sustainable Design and Construction SPD
- Mayor of London Accessible London: Achieving an Inclusive Environment SPG
- Mayor of London Character and Context SPG
- Mayor of London Control of Dust and Emissions During Construction and Demolition SPG
- Mayor of London Planning for Equality and Diversity in London SPG
- Mayor of London Social Infrastructure SPG
- Mayor of London Transport Strategy
- Mayor of London Use of Planning Obligations SPG

5.4 National Planning Policies/Guidance

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance

5.6 Legislation

- Town and Country Planning Act 1990 (as amended)
- Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990

6.0 COMMENT

- 6.0.1 Demolition of existing building and erection of a two storey health centre building (Use Class E(e)) with associated roof plant and site landscaping.
- 6.0.2 The proposed medical facility will provide a new local health centre which will provide a single new, larger premises built to contemporary standards in construction and healthcare provision for the existing Springhill GP surgery on Stamford Hill. The proposed clinical accommodation will include 18 consulting rooms, 3 treatment rooms and 1 minor procedures room, together with associated administrative, staff and patient accommodation and reception areas.

6.0.3 The main considerations relevant to this application are:

- 6.1 Principle of the development of the site and land use;
- 6.2 Design of the proposed development and impact on heritage assets;
- 6.3 Impact on residential amenity;
- 6.4 Transport and servicing;
- 6.5 Other planning matters;
- 6.6 Consideration of consultee responses;
- 6.7 Planning contributions and Community Infrastructure Levy (CIL); and
- 6.8 Equalities considerations.

6.0.5 Each of these considerations is discussed in turn below.

6.1 Principle of the development of the site and land use

- 6.1.1 Policy S1 of the London Plan 2021 states that “development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported...development proposals that seek to make best use of land, including the public-sector estate, should be encouraged and supported”, whilst policy S2 states that “proposals that support the provision of high-quality new and enhanced health and social care facilities”. Hackney Local Plan 2033 LP8 supports the provision of social infrastructure in general. Both the London Plan and Hackney’s Local Plan 2033 require new social infrastructure to be located in easily accessible locations.
- 6.1.2 The current lawful use of the site falls within Use Class E(g)(iii), Industrial processes, and the proposed use falls within Use Class E(e), medical and health services. Although these uses would formerly have fallen within different classes of the Use Classes Order 1987 (as amended), respectively Use Class B1 and Use Class D1, following changes to the Use Classes Order in 2020, both uses fall within the new Use Class E (commercial, business and services), and a change from one character of activity falling within Use Class E to another is no longer a change of use for which planning permission is required.

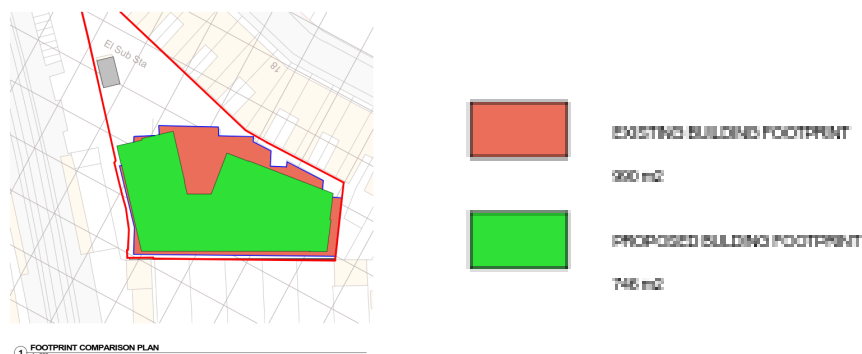
6.1.3 However, notwithstanding the above, it is noted that the proposed development would provide a health centre falling within the scope of social and community infrastructure for which there is a recognised need identified in the Council's Infrastructure Delivery Plan (2018), as defined in Development Plan policy LP8 (Community and social infrastructure), and that the existing building has not been in active use for approximately 5 years. For these reasons, the proposed use of the land would therefore be acceptable in principle, had it represented a change of use.

6.2 Design of the proposed development and impact on heritage assets

6.2.1 The proposal would result in the demolition of the existing building on the site and the erection of a part two storey, part single storey building providing a health centre.

6.2.2 Concern has been raised as to the loss of the existing building, however the site has been visited by the Council's Conservation and Urban Design Team who have confirmed that the building is a typical example of a late 1920s or early 1930s purpose-built modest factory, and that none of the features are unique or unusual in architectural terms, even the roof structure being common for the period and not a particularly early or striking example. There is no known historic interest, and no known social or communal value. The building is not considered to be a non-designated heritage asset and would not be considered for local listing.

6.2.3 The proposed building would have two storeys and be arranged with a roughly U-shaped footprint. Part of the building would be provided as single storey in order to pull built form away from the southern boundary of the site. The building would be contemporary in design, and have a simple flat roofed form which would incorporate a large central rooflight and void at first floor level which would provide natural light to the interior of the building, including to the main ground floor patient waiting area. The proposed building would be located in the same area of the site as the existing building (the south) but would be pulled in from the site boundaries and have a smaller footprint, as shown on the extract from drawing number ADP-XX-XX-DR-A-0901 rev S2P3 below.



- 6.2.4 The proposed building is considered to be acceptable in terms of its bulk, scale, massing and architectural design.
- 6.2.5 It is noted that the proposal site is located immediately to the north of the Northwold & Cazenove Conservation Area, however it is not visible in public views from within the conservation area, and only visible in very limited views of the conservation area. In light of this, the limited value of the existing building, and the quality of the design, the proposal has been assessed as having a neutral impact on the setting of the setting of the Northwold & Cazenove Conservation Area.
- 6.2.6 The site is located within an archaeological priority area and an archaeological desk based assessment has been provided in support of the application. This has been reviewed by Historic England (GLASS) who have confirmed that no objection is raised to the proposal subject to watching brief and foundation details conditions.
- 6.2.7 Comprehensive design details and materials conditions are recommended to ensure that the quality of the scheme is secured, as set out in the schedule of conditions.
- 6.2.8 Subject to the conditions outlined above, the proposed development is considered to be acceptable in respect of its design and impact on heritage assets.

6.3 Impact on residential amenity

- 6.3.1 London Plan policy D3 states that development should have regard to the form, character and function of an area, through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions and that they should deliver appropriate outlook, privacy and amenity. Policy D6 requires that the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context. Local Plan 2033 policy LP2 is concerned with the amenity of neighbouring occupants.
- 6.3.2 It is recognised that the site is a relatively constrained backland site in a built up urban area. As such, there are a number of properties in close proximity to the site which will potentially be impacted. These include 2A Belfast Road, which is adjacent to the site access, as well as other premises adjoining the site including residential properties fronting onto Belfast Road and Cazenove Road. In addition, the Tawhid Boys' School is also located to the immediate south of the site.
- 6.3.3 Although the properties along Cazenove Road have a conventional layout with the main properties located in the front of the plot with a rear garden extending to the rear boundary, most of the properties fronting onto Belfast Road (with the exception of 2A Belfast Road) have rear outriggers that extend the entire depth of the plot, terminating on the rear boundary. All but two (numbers 28 and 32) of these have no openings to the rear elevation of the rear outrigger. The gardens of these properties are enclosed by the main rear elevation of the building, the side elevation of the rear

outrigger and the rear boundary which is made up of a uniform brick wall of approximately 2m height which is a continuation of the rear outrigger wall.

Daylight, Sunlight and Overshadowing Assessment

- 6.3.3 The properties which would potentially be affected by the development in respect of light impacts are those to the north of the site fronting onto Belfast Road, and to the south of the site fronting onto Cazenove Road.
- 6.3.4 The assessment of the daylight, sunlight and overshadowing impact of the proposal on nearby sensitive receptors (residential properties) is informed by the Daylight and Sunlight Review submitted in support of the application. The methodology adopted for the assessment of daylight, sunlight and overshadowing is set out in the 2011 Building Research Establishment (BRE) Guidance. The Daylight and Sunlight Review has been revised during the course of the application.
- 6.3.4 When assessing daylight to existing properties, the primary methods of measurement are vertical sky component (VSC); and No Sky Line (NSL).
- 6.3.5 The BRE guidance sets out two guidelines for VSC: a) If the VSC at the centre of the existing window exceeds 27% with the new development in place, then enough sky light should still be reaching the existing window and b) If the VSC within the new development is both less than 27% and less than 0.8 times its former value, then the reduction in daylight will appear noticeable to the occupants and more of the room will appear dimly lit.
- 6.3.6 The BRE guidance also covers the distribution of light in existing buildings, based on the areas of the working plane which can receive direct skylight before and after the new development. If this area is reduced to less than 0.8 times its value before, then the distribution of light in the room is likely to be adversely affected, and more of the room will appear poorly lit. This is referred to as the No Sky Line (NSL) analysis.
- 6.3.7 The Daylight and Sunlight Report submitted in support of the application considers the impact of the proposal on the occupiers of the properties referred to above. This report concludes that the impact of the development in respect of VSL and NSL would be negligible, with all but one opening (to 29 Cazenove Road) satisfying the VSL guidelines, and all but one (to 20 Belfast Road) satisfying the NSL guidelines. This degree of compliance with the national guidance is considered to be acceptable.
- 6.3.8 For sunlight, the primary method of measurement is annual probable sunlight hours (APSH) to windows of main habitable rooms of neighbouring properties that face within 90° of due south and subtend the new development at an angle of 25 degrees from the centre of the lowest window to a main living room. If a point at the centre of a window can receive more than one quarter of APSH, including at least 5% of

APSH in the winter months, then the room should still receive enough sunlight. If these percentages are not met and the reduction in APSH is more than 20% of its former value, then the loss of sunlight will be noticeable.

- 6.3.9 The documentation submitted confirms that the proposal would have a limited impact upon the residential amenity of the occupiers of a small number of neighbouring dwellings in respect of sunlight, but that impact would be limited due to the spatial relationships between the proposed building and the neighbouring properties, and the scale of the proposed development. The extent of non-compliance with the BRE guidance, when assessed against the public benefits of the development, is acceptable.
- 6.3.10 Sunlight is also the assessment in respect of impacts on private amenity space; as the garden areas to properties on Cazenove Road are currently overshadowed by the properties that they serve, it is not considered that the proposed development would have any additional detrimental impact upon the character of these spaces in this respect. The proposal has limited potential to impact upon the quality of the private amenity space of the properties fronting onto Belfast Road; the gardens of these properties are enclosed and overshadowed to a large extent by the host buildings, and whilst the proposed development is a two storey building, this would be brought away from the site boundary in relation to the existing building, which with its sawtoothed roof has a similar effect as a two storey building in respect of light. For these reasons, it is not considered that the overshadowing impact on private amenity space would be significantly greater than in comparison with the existing conditions.
- 6.3.11 For these reasons, the impact of the proposal on neighbouring properties in respect of light is considered to be acceptable.

Outlook/Sense of Enclosure

- 6.3.12 It is recognised that the proposal will introduce a two storey built form to the site. As such, it is accepted that there is the potential for restriction to the outlook of some neighbouring properties and an increased sense of enclosure. However, the separation distance between the southern elevation of the proposed building and the rear elevations of the residential properties fronting onto Cazenove Road would be between 14.5 and 28m which is considered to be adequate to mitigate this impact. It is noted that the curtilage of the Tawhid Boys' School includes built form over much of the rear garden, however given the nature of the use of this premises and its location adjacent to the railway line, it is not considered that the school would suffer undue impact in respect of outlook.
- 6.3.13 As described above, the rear gardens of the properties fronting onto Belfast Road are rather more constrained, however whilst the scale and massing of the building would be increased overall, the building footprint would move the envelope of the

building further away from the boundary with these dwellings by between 1.8 and 4.1m, which, when taken together with the impact of the sawtoothed roof of the existing building results in an overall neutral effect in terms of effect on the quality of the amenity spaces associated with these properties.

Privacy and Overlooking

- 6.3.14 The Council has no specific policy guidance on acceptable separation distances for overlooking. This is due to the differing established grain and density of the borough, the potential to limit the variety of urban space and unnecessarily restrict density.
- 6.3.15 In this case, due to the design of the proposed development and the spatial relationships involved, the properties potentially affected by overlooking would be those to the north and south of the site. The proposed extension is to be over ground and first floor levels. Due to the site layout and topography, the only additional potential overlooking would be from the first floor level (access to the roof being for maintenance only, which can be secured by way of condition). In this case, the proposed development would serve a non-residential use, which allows for the incorporation of mechanisms to screen and/or restrict views of neighbouring properties.
- 6.3.16 In the case of the south elevation, these include the incorporation of angled bay windows to restrict views, and a setback at first floor level to position openings further from the site boundary and use the building itself as screening. These design innovations and the distance from the dwellings in question are such that no further controls are considered to be necessary.
- 6.3.17 No structural innovations are proposed to the openings to the north elevation, which is extensively glazed at first floor level. Given the nature of the use of the building (which would presumably require privacy to the occupants) a condition requiring these openings to be obscure glazed and fixed in order to prevent overlooking to the occupiers of neighbouring properties to the north is considered to be reasonable and necessary in the circumstances of this case. These conditions, taken together, are considered adequate to address the matter of privacy to neighbouring residents.

Noise

- 6.3.18 Local Plan policy LP2 (Development and amenity) seeks to manage the amount of noise arising to and from a development, in line with surrounding environs. This is supported by policy D14 (Noise) of the London Plan 2021.
- 6.3.19 The proposed development includes roof top plant, which will be within an acoustic enclosure. A Noise Impact Assessment has been provided in support of the application which sets out details of the plant, its acoustic impact, and mitigation measures proposed. These details have been assessed by the Council's

Environmental Protection Team and found to be acceptable in terms of impact on residential amenity, subject to securing the mitigation by way of condition.

- 6.3.20 It is recognised that the proposal could potentially give rise to noise disturbance by way of the use of the access and car parking/storage of refuse to the north of the site. Whilst it is noted that this could potentially give rise to a small level of disturbance, the proposed quantum of car parking is limited, and the bins are proposed to be located within an enclosure (details of which can be required by way of condition). Given that the use of the existing hard surfacing within the site is currently potentially available for use for parking and refuse storage are proposed to be located in an area used for these purposes under the current (unrestricted) use of the site, and would represent an improvement to the existing situation in terms of proximity to neighbouring residents and the control over management that will be exerted by way of condition, it is not considered that the proposed arrangements would give rise to undue harm to amenity.
- 6.3.21 The proposed use is not considered to be “unneighbourly” however in order to limit disturbance during anti-social hours (whilst maximising the availability of health services) a condition is proposed restricting hours of operation (during which patients are allowed on site) to between 0800 and 2000 on any day.

6.4 Transport and Servicing

- 6.4.1 Relevant Hackney Local Plan 2033 and London Plan policies require proposals to encourage active travel and sustainable transport, whilst reducing reliance on private motor vehicles. Specifically, there is a general assumption that new development will be car free, except for blue badge provision, unless exempted by the relevant policies. There is no exemption in the Development Plan for staff parking at medical facilities.
- 6.4.2 The applicant has submitted a Transport Statement (TS) which outlines that the site sits to the rear of properties 2-28 Belfast Road and is served by a vehicular, cyclist and pedestrian access alongside 2A Belfast Road. The A10 Stamford Hill is approximately 75 metres west of the site. The A10 and a section of Belfast Road form part of the Transport for London Road Network (TLRN). Transport for London (TfL) is the highway authority for the TLRN.
- 6.4.3 The remaining section of Belfast Road provides on-street car parking for permit holders between Monday to Friday, 10:00am until 12:00pm (Noon). It is important to note that some objections have been raised to the proposed scheme in relation to the potential parking pressure that it may generate. Please see below for further explanation.
- 6.4.4 The Public Transport Accessibility Level (PTAL) in the area is rated as 5. This is deemed to be ‘very good’ (on a scale of 1-6b, where 6b is the most accessible).

Stoke Newington railway station is 50 metres from the access point to the site. This is accessible in 1-minute on foot. London Overground services operate through the station, serving stops on the line between London Liverpool Street and Enfield Town.

- 6.4.5 The nearest bus stops to the site are on the A10. These provide access to a number of bus routes across London. As the TS states, there are 3 Zipcar car club vehicles located within an 8-minute walk from the site.

Trip generation, car and cycle parking

- 6.4.6 The applicant has provided traffic generation data as part of the TS. This is focused on vehicular traffic movements. In assessing the application, it would have been advantageous to understand the trip generation data for all transport modes to the existing and application site.
- 6.4.7 Traffic data for the existing site has been generated by using the Trip Rate Information Computer System (TRICS) database. This provides comparable transport data from similar land uses to estimate a total number of trips. The existing site is estimated to have generated 3 two-way trips in the AM and PM peak hours and 37 two-way trips over the course of a day consisting of 20 arrivals and 17 departures.
- 6.4.8 For the application site, the TS outlines that it has not been possible to obtain appropriate comparable data from the TRICS database. This is owing to the wide variation in parking supply with the associated land uses across London and England.
- 6.4.9 The traffic generation for the application site shows a slight increase in comparison to the existing site. From the application site, there are estimated to be 6 arrivals and 4 departures in the AM peak and 4 arrivals and 6 departures in the PM peak period. Over the course of a day, it is estimated that there will be 80 two-way trips consisting of 40 arrivals and 40 departures. This is a net increase of 43 trips per day (consisting of an increase in 20 arrivals and 23 departures).
- 6.4.10 The submitted traffic generation assessment predicts a relatively small increase in the overall trips to and from the application site. It is important to note that a number of assumptions and adjustments have been made to this data that may underestimate the overall number of private vehicle trips. In particular, the data may underestimate the potentially high number of pick-up and drop-offs via private vehicle for patients. It may also underestimate the recent decrease in public transport patronage that can be attributed to the Covid-19 pandemic. These factors highlight the importance of implementing a well managed travel plan and car parking management plan to reduce private vehicle use and dependency.

Car parking

- 6.4.11 The applicant has highlighted the Council's Local Plan policy LP45 which states that in order to reduce car usage and promote active travel, all new developments in the borough must be car-free (see policy LP45 for further details). The policy states that on-site car parking is only permissible for disabled person's parking provision and for essential operational or servicing activity.
- 6.4.12 The applicant has proposed the installation of 4 car parking spaces. Of these, 2 spaces are allocated for Blue Badge holders (see below) and 2 spaces are allocated for GPs who need to make home visits. An Electric Vehicle Charging Point (EVCP) installation is proposed. This will be shared between one of the accessible bays and one of the GPs bays, enabling two vehicles to be charged simultaneously.
- 6.4.13 It is noted in the TS that it is recognised that GPs will need to make home visits, although there is limited evidence provided to support this conjecture. However, it is recognised that the use will generate an operational need for staff car usage, and in light of this, the limited extent of overall proposed car parking and the level of provision of both blue badge spaces and EVCPs, the level of onsite parking is considered to be acceptable in the circumstances of this case, subject to Travel Plan and Parking Design and Management Plan conditions to safeguard against misuse of the parking areas.
- 6.4.14 The EVCP proposal is policy compliant and is supported. The location for the EVCPs should be included as part of the conditioned Parking Management Plan.
- 6.4.15 Local Plan policy LP33 states that disabled parking should be provided in accordance with the London Plan. The London Plan states that all developments irrespective of their size must provide at least one disabled parking space.
- 6.4.16 The application proposes the installation of 2 disabled person's parking bays. As highlighted above, one of the bays has access to an active EVCP. This is policy compliant and will help to ensure that employees and patients are not discouraged or discriminated against when considering the application site as a place to work or visit in Hackney.
- 6.4.17 Notwithstanding the above, a condition requiring the submission and implementation of a Parking Design and Management Plan prior to occupation is proposed, which should include details of how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design, and EVCP locations.

Public highway parking provision

- 6.4.18 As outlined above, the majority of Belfast Road is part of the Council's parking zone T. Zone T operates between Monday to Friday, 10:00am - 12:00pm (Noon). Parking during these times is restricted to permit holders only.
- 6.4.19 The Council has received some objections to the planning application in relation to concerns about the levels of parking pressure on Belfast Road. Some objections have highlighted that the operational hours of Zone T have been reduced. The application is perceived to potentially increase the levels of parking pressure in the local area.
- 6.4.20 Transport Officers have considered the concerns in relation to parking pressure and have consulted with Council's Parking Services team. The operational hours of Zone T have recently been changed. The operational hours were previously between Monday to Saturday 8.00am to 6.30pm².
- 6.4.21 The delegated decision report to change the operational hours included a local consultation with businesses and residents. The responses from some of the roads closest to Stamford Hill including Belfast Road, indicated a majority support for maintaining the existing, longer operational hours.
- 6.4.22 A delegated decision was made to implement the same, standardised hours for controls throughout Zone T. Further justification for the decision is provided in the delegated report referenced below. Parking Services will continue to monitor the parking pressure in this area to ensure that the safety of pedestrians and motorists are not compromised.
- 6.4.23 In relation to the concerns about parking pressure and the application site, the trip generation section of the TS outlines that the net increase in traffic generation from the existing site is relatively small (see above). In total, there is an estimated net increase of 43 trips per day in comparison to the existing light industrial use.
- 6.4.24 It is important to note that a number of these predicted vehicular trips will be made by GPs on call and by Blue Badge holders. There is parking provision for both of these trip types on site which will help to reduce parking uptake on the public highway.
- 6.4.25 As highlighted above, the concerns that have been raised in relation to parking pressure on the public highway emphasise the importance of implementing a well managed travel plan and car parking management plan for the proposed development. They are an important part of a strategy to reduce private vehicle trips to the site and encourage active travel through walking, cycling and public transport uptake. The plans will be monitored by the Council to ensure that the impact of private vehicle use on the local area is minimised.

² [Parking Zone T Stage 4 Review Consultation](#)

Cycle parking

- 6.4.26 Hackney Local Plan policies LP41, LP42 and LP43 in LP33 highlight the importance of new developments making sufficient provisions to facilitate and encourage movements by sustainable transport means. Local Plan 2033 policy LP42 requires that cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes. Two-tier cycle parking is not supported.
- 6.4.27 Local Plan policy requires that a cycle parking space is provided for every 3 staff members. The TS states that the staff cycle parking will consist of 10 spaces in a covered area in the north-eastern corner of the site and that visitor cycle parking is proposed to comprise 14 spaces provided by the building entrance, although no further details are provided.
- 6.4.28 In relation to the staff cycle parking proposal, further information is required to understand how this proposal meets the requirement of policy LP42 for cycle parking to be secure. Further details of ancillary facilities to encourage staff use of cycles including staff showers and changing facilities are also required, as are further detailed plans are required to be submitted and agreed to ensure the proposed provision meets recommended standards, including parking suitable for accessible bicycles, tricycles and cargo bikes in line with Local Plan policy LP42.
- 6.4.29 In light of this, a condition requiring submission and implementation of a policy compliant cycle parking plan, including details of quantum, layout, foundation, stand type and spacing is necessary, which should also demonstrate that on site cycle parking is in alignment with best practice cycle parking guidance is contained within TfL's London Cycle Design Standards chapter 8
<http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>.
- 6.4.30 A framework Travel Plan has been submitted as part of this application. A full Travel Plan will be required to establish a long-term management strategy that encourages sustainable and active travel³. The Travel Plan is required to include SMART targets that are: specific, measurable, achievable, realistic and time bound. The implementation of the travel plan is particularly important to encourage sustainable transport use and minimise private vehicle use for trips to the surgery, and as such should include details of how it will be reviewed and monitored annually for at least 5 years in consultation with Council Officers and an appointed Travel Plan Coordinator (TPC). Reviews should evaluate the plan and ensure that the targets are appropriate to encourage sustainable transport uptake. New interim targets should be set and correspond to the Council's Transport Strategy and Local Plan 2033.
- 6.4.31 Given the nature and location of the proposed development, a condition requiring the submission and implementation of a detailed Construction Logistics Plan (CLP)

³ <https://hackney.gov.uk/travel-plan-for-new-developments>

is recommended to mitigate the negative impact on the surrounding highway network. This should be in line with TfL CLP guidance:
<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>.

- 6.4.32 In order to effectively monitor the final Travel Plan and Construction Logistics Plan, financial contributions of £5,000 and £8,750 are to be secured by way of a unilateral undertaking.

Deliveries and Servicing

- 6.4.33 The design and access statement provides some details of delivery and servicing, however in light of the constraints of the site, a condition requiring further details is considered reasonable and necessary in the circumstances of this case.

Other

- 6.4.34 Works with an estimated cost of £19, 779.53 will be required to resurface the existing crossover and renew associated public paving.

Summary

- 6.4.35 The development is considered acceptable in respect to the level of car and cycle parking. The proposal promotes the use of sustainable transport modes and will not give rise to any adverse impacts to the surrounding highway network.
- 6.4.36 Conditions requiring the submission and implementation of a Parking Design and Management Plan, details of provision of staff cycle parking, a Construction Logistics Plan and a Deliveries and Servicing Plan are recommended in order to encourage sustainable travel and prevent conditions hazardous to highway safety and functioning.
- 6.4.37 In light of the above, it is considered that the proposed development is acceptable in terms of transport considerations, subject to the suggested conditions and financial contributions which will be secured by way of unilateral undertaking.

6.5 Other planning matters

Trees and Biodiversity

- 6.5.1 Policy G7 (Biodiversity and access to nature) and G7 (Trees and woodland), along with Local Plan 2033 policies LP47 (Biodiversity and sites of importance of nature conservation) and LP51 (Tree management and landscaping) stress the importance of trees and biodiversity.

- 6.5.2 There are a number of trees within and adjacent the site, principally along the site boundaries, and an Arboricultural Impact Assessment has been provided in support of the application. This confirms that the trees to be lost within the site boundaries are category C trees (trees of low quality with a limited lifespan); no objection is raised to the loss of these specimens.
- 6.5.3 There are a number of trees located in close proximity to the site, mainly on the railway embankment with one in the rear garden of the Tawhid Boys' School. Of these, three are category B trees (trees of moderate quality or value capable of making a significant contribution to the area for 20 or more years) and one is a category A tree (trees of high quality and value capable of making a significant contribution to the area for 40 or more years). None of these trees is subject to a Tree Preservation Order, however the category A tree is located within the Northwold & Cazenove Conservation Area.
- 6.5.4 The Arboricultural Impact Assessment has assessed the impact of the proposal on these trees, and concludes that the character of the site (largely covered by hard surfacing or buildings), when taken with the recommendations for tree protection, which include a hand dig area, ground protection areas and crown lifting, will allow retention of the trees of value on land neighbouring the site.
- 6.5.5 Subject to a condition requiring the recommendations of the Arboricultural Impact Assessment to be adhered to in full, it is considered that the proposal is acceptable in respect of its impact on trees. A landscaping condition is also proposed which will further enhance the appearance of the site and the setting of the conservation area.
- 6.5.6 The biodiversity contribution of these trees (and other features within and adjacent to the site) is assessed in the Ecological Appraisal submitted in support of the application. This concluded that the site had limited potential for habitat, but it was recognised that the green corridor (railway line) adjacent to the site has value as both a habitat and foraging/commuting corridor. The report makes recommendations for limiting the impact of the proposal (including during the construction phase) which would mitigate any impact on this biodiversity asset. It is also noted that the proposed development would incorporate biodiversity enhancement including planting and living roofs. In light of these matters, subject to a condition requiring compliance with the recommendations of the Ecological Appraisal it is considered that the proposal is acceptable in respect of impact on biodiversity.
- 6.5.8 It is noted that the Ecological Appraisal records the presence of Japanese Knotweed on the site; this has been reported to the relevant Council department.

Energy and Sustainability

- 6.5.7 All major non domestic development should be net zero carbon with a minimum reduction of 35% met on site and any remaining amount met off site or through the

local borough's carbon offset fund, as set out in Hackney LP33 policy LP55 (Mitigating climate change) and London Plan 2021 policy SI2 (Minimising greenhouse gas emissions).

- 6.5.8 A Sustainability Statement has been provided in support of the application. This sets out the measures proposed for reducing the impact of the development in terms of energy and resources, and includes a BREEAM tracker that indicates that a rating of "excellent" can be achieved by the development. Attainment of this standard should be secured by way of condition.
- 6.5.9 The proposed health centre will be served by roof mounted air source heat pumps providing heating as well as photovoltaic panels which will reduce the carbon emissions of the facility. There is no decentralised energy network, either existing or coming forward in the foreseeable future, local to the site and available for connection. The new build elements will be constructed in line with fabric first and passive design principles.
- 6.5.10 The Energy Statement submitted in support of the application recognises that the policy requirement will not be met, and therefore that a carbon offset contribution of £22,521 will be required; this will be confirmed by way of unilateral undertaking.
- 6.5.11 In light of these measures to limit the carbon footprint of the development and the proposed financial mitigation for shortfalls in achieving the policy requirement, the proposal is considered to be acceptable in terms of sustainability.

Flood Risk

- 6.5.6 The application site is not located in a critical drainage area, and does not have a 'high' risk of surface water flooding or an increased potential for elevated groundwater, although the railway line adjacent to the site is a critical drainage area and the site itself is identified as having a medium risk of surface water flooding.
- 6.5.7 A Drainage Strategy and Water Quality Management Report and Sustainability Statement have been provided in support of the application.
- 6.5.8 These have been reviewed by the Council's Drainage Team who have confirmed that no objection is raised to the proposal, subject to conditions requiring the submission and implementation of details of sustainable drainage measures and details of flood resilient and resistant construction and measures to protect the building from surface water flood risk.

Air Quality

- 6.5.10 An Air Quality Assessment has been submitted in support of the application, and this has been reviewed by the Council's Environmental Protection Team, who have

raised no objection subject to a condition requiring the submission and implementation of a Construction Management and Logistics Plan which includes details of dust suppression, and a compliance condition controlling the use of non-road mobile machinery. It is noted that the proposal, whilst not car-free, will substantially reduce the availability of car parking on site whilst encouraging the use of other, more sustainable forms of transport, whilst the proposed air source heat pumps and solar photovoltaic panels will reduce reliance on fossil fuels more generally.

Ground Contamination

- 6.5.11 The site is of potential concern with regard to contaminated land, and a site investigation report has been submitted in support of the application. The document confirms the presence of contaminants hazardous to human health. The Council's Environmental Protection Team have confirmed that in light of the findings of the report, conditions requiring the submission and implementation of a remediation strategy and verification report are necessary in the circumstances of this case, in addition to an unexpected contamination condition, in order to safeguard the environmental quality of the site and the health of local residents.

Refuse Strategy

- 6.5.12 The Council's Waste Officer has reviewed the proposal and raises no objection to the location or capacity of waste storage provided, including that of clinical waste.

Fire Safety

- 6.5.13 In line with policy D12 (Fire safety) of the London Plan, the submission includes a Fire Statement, which has been reviewed by the Council and found to be acceptable.

Crime and security

- 6.5.14 The Metropolitan Police have been consulted on the proposal and have confirmed that they raise no objection in principle, subject to the imposition of a condition requiring attainment of Secure by Design accreditation.
- 6.5.15 The British Transport Police have raised concerns over the location of bins adjacent to the site boundary with the railway and robustness of the proposed means of enclosure to the same boundary, however these matters can be resolved by way of condition.

6.6 Consideration of Consultee Responses

6.6.1 In general, the response to issues raised by consultees, including the presence of Japanese Knotweed on the site and recent changes to local parking controls, has been outlined in the main body of the report, however there were additional consultation questions that are dealt with here:

6.6.2 *Party Wall Agreements:* Party Wall Agreements are entered into under the Party Wall, etc. Act 1996 outside of the planning system and are not a matter for consideration under the current application.

6.6.3 *Historic damage to neighbouring buildings as a result of tree growth:* reference has been made in representations to historic legal action between neighbouring landowners as a result of damage to properties by way of tree growth. Such action is a civil matter between parties and is not a matter for consideration under the current application. However, it is understood that this is a historic matter and the trees in question have been removed. Although landscaping is proposed, the condition will consider species and placement in order that such problems do not arise in the future as a result of new planting on the site.

6.7 Planning contributions and Community Infrastructure Levy (CIL)

6.7.1 The CIL charge rating for healthcare premises is nil for both Mayor of London (Crossrail 2) and Hackney CIL. Therefore the CIL liability of the proposed development, despite being chargeable development, is nil.

6.7.2 The recommended Heads of Terms for the legal deed are set out in the main body of this report, and include contributions towards carbon offsetting, monitoring of the Travel Plan and Construction Logistics Plan and works to make good the access to Belfast Road.

6.8 Equalities Considerations

6.8.1 The Equality Act 2010 requires public authorities, when discharging their functions, to have due regard to the need to (a) eliminate unlawful discrimination, harassment and victimisation and other conduct; (b) advance equality of opportunity between people who share a protected characteristic and those who do not; and (c) Foster good relations between people who share a protected characteristic and persons who do not share it. The protected characteristics under the Act are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

6.8.2 Having regard to the duty set out in the S149 Equality Act 2010, the development proposals do not raise specific equality issues other than where discussed in this report.

7.0 CONCLUSION

- 7.1 The principle of the alteration and extension of existing buildings on the site to provide a health centre is considered acceptable in land use planning terms in light of the recent changes to the Use Classes Order 1987 (as amended) and to be in accordance with policy objectives as set out within the Local Plan, London Plan and National Planning Policy Framework.
- 7.2 The proposal is acceptable in planning terms in all other respects, including the impacts in respect of amenity of adjoining residents, transportation, trees and biodiversity and sustainability and energy efficiency measures.
- 7.3 The proposal is, on balance, therefore considered to comply with pertinent policies in the Hackney Local Plan 2033 (2020) and the London Plan (2021), and the granting of permission therefore is recommended subject to conditions and completion of the S106 legal deed.

8.0 RECOMMENDATIONS

8.1 Recommendation A

That planning permission be GRANTED, subject to the following conditions:

8.1.1 - Commencement within three years

The development hereby permitted must be begun not later than three years after the date of this permission.

REASON: In order to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

8.1.2 - Development in accordance with plans

The development hereby permitted shall only be carried out and completed strictly in accordance with the submitted plans hereby approved and any subsequent approval of details.

REASON: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.

8.1.3 - Materials

Details, including physical samples and a brickwork panel made available on site, of all materials to be used on the external surfaces of the building, hard surfaced areas and means of enclosure to the boundaries shall be submitted to and approved by the Local Planning Authority, in writing, before any work commences on site.

The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the development is satisfactory, and preserves and enhances the character and appearance of the Northwold & Cazenove Conservation Area.

8.1.4 - Details

Detailed drawings to an appropriate scale of 1:20 or 1:50 and full particulars of all external windows, doors, louvres, brise soleil, trellising, acoustic screening and rainwater goods shall be submitted to and approved in writing by the Local Planning Authority before the start of the relevant part of the works.

The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the development is satisfactory, and preserves and enhances the character and appearance of the Northwold & Cazenove Conservation Area.

8.3.5 - No extraneous pipework

No soil stacks, soil vent pipes, plumbing, pipes, flues, vents or ductwork shall be fixed on the external faces of the building other than those shown on the drawings hereby approved or approved by way of condition 4 above.

REASON: To ensure that the external appearance of the development is satisfactory, and preserves and enhances the character and appearance of the Northwold & Cazenove Conservation Area.

8.3.6 - Living roof

Details, including sections at a scale of 1:20, of a bio-diverse, substrate-based extensive living roof (80mm minimum depth excluding vegetative mat) shall be submitted to and approved by the Local Planning Authority, in writing, before above ground floor works commence.

Such details as approved shall be implemented in full prior to the first occupation of the development and shall thereafter be retained and maintained.

REASON: To enhance the character and ecology of the development, to provide undisturbed refuges for wildlife, to promote sustainable urban drainage and to enhance the performance and efficiency of the proposed building.

8.1.7 - Use of roof

The roof of the development hereby permitted, including the first floor level recess to the south elevation, shall not be used for any purpose other than as a means of escape in

emergency or for maintenance of the building. In particular the roof shall not be used as a roof terrace, balcony or any other amenity area.

REASON: To safeguard the residential amenity of the occupiers of adjacent premises and the functioning of the living roof secured by way of condition 6.

8.1.8 - Bicycle and bin enclosures

Prior to the first occupation of the development hereby permitted, details of all bicycle storage facilities (including quantum, layout, stand type and spacing, which should conform with TfL's London Cycle Design Standards chapter 8 <http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>) and waste and recyclables storage (including locations and details of enclosures), shall be submitted to and approved in writing by the Local Planning Authority.

Such details as approved shall be implemented in full prior to the first occupation of the development and shall thereafter be retained and maintained for the life of the development.

REASON: To ensure that adequate provision for the safe and secure storage of bicycles and waste is made for the proposed use, in the interest of safeguarding highway safety, ensuring the security of the development and neighbouring sites, and to ensure that the external appearance of the development is satisfactory, and preserves and enhances the character and appearance of the Northwold & Cazenove Conservation Area.

8.1.9 - External lighting

Prior to first occupation of the development hereby permitted, details of all external lighting shall be submitted to, and approved in writing by, the Local Planning Authority. The external lighting details shall include the number and location of proposed luminaires, luminaire light distribution type, lamp type, lamp wattage and spectral distribution; stand type and mounting height, orientation/direction, beam angle (which should be as low as possible), projected light distribution maps of each lamp including light spillage on to any other features such as buildings, watercourses and trees, and details of any hoods or cowls, and type of control gear and lighting regime (timing and duration of illumination) and should be designed to accord with the recommendations of the LUC Ecological Appraisal ref 1121 rev 1 dated 02/11/2021.

The approved external lighting strategy shall be implemented in full prior to occupation of the development, and maintained as such for the life of the development.

REASON: To enhance the character and biodiversity of the development, to safeguard the amenity of neighbouring occupiers, to ensure public safety and in the interests of prevention of crime and anti-social behaviour.

8.1.10 Hours of use

The use hereby permitted shall only be open to the public between 08:00 hours and 20:00 hours on any day, unless agreed in writing with the Local Planning Authority.

REASON: To ensure that the use is operated in a satisfactory manner and does not unduly disturb neighbouring occupiers or prejudice local amenity generally.

8.1.11 Construction Logistics Plan

Prior to the commencement of demolition or construction works hereby permitted, a Construction Logistics Plan (CLP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The CLP shall include the following details:

- (i) Hours of works; and
- (ii) A programme of works; and
- (iii) Measures for traffic management including delivery and collection hours (which should avoid anti-social and peak hours), size and frequency of HGV arrivals and departures, prevention of idling by construction vehicles, construction traffic access and routing arrangements, and any footway or highway closures; and
- (iv) Loading and unloading of plant and materials; and
- (v) How materials will be managed efficiently and disposed of legally, and the re-use and recycling of materials maximised; and
- (vi) Storage of plant and materials; and
- (vii) Boundary hoardings behind any visibility zones; and
- (viii) Contact arrangements between residents and contractors; and
- (ix) A dust management plan which shall include measures to minimise the emission of dust and dust suppression measures.

All demolition and construction works associated with the development hereby permitted shall thereafter take place in full accordance with the approved CLP.

REASON: In order to ensure that the development does not prejudice the amenity of adjoining occupiers and in the interests of highway safety.

8.1.12 - Travel Plan

Prior to the occupation of the development hereby permitted, a Travel Plan shall be submitted to, and approved by, the Local Planning Authority in writing.

The Travel Plan should be undertaken in accordance with TfL Transport Assessment Best Practice Guidance

(<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>)

and shall include the following matters:

- (i) Details of the operation of the development including days/times of operation, numbers of people expected for each of the individual event and mode of travel over a typical week (i.e. trip generation and modal splits surveyed from existing users); and
- (ii) Measures to minimise the use of less sustainable transport options; and
- (iii) Details of provision of on-site disabled parking spaces and the arrangements for

servicing/delivery vehicles; and

(iv) Safe, secure and accessible bicycle parking in line with the requirements of the Hackney Local Plan 2033 and London Plan 2021; and

(v) Measures to reduce congestion caused by vehicles picking up and dropping off; and

(vi) Any other mitigation measures that can be put in place to reduce the impact of the proposal on the local highway network; and

(vii) Analysis of walking and bicycle links to and from the site.

The approved Travel Plan shall be fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: to safeguard highway and pedestrian safety and promote sustainability by reducing reliance on private motor vehicles.

8.1.13 Deliveries and Servicing Plan

Prior to the occupation of the development hereby permitted, details of a Delivery and Servicing Management Plan (DSMP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The DSMP shall:

(i) Seek to rationalise the number of delivery and servicing with the aim of reducing traffic impacts; and

(ii) Include, inter alia, details of the location and management of servicing areas; location, number and timings of deliveries and collections (which should avoid anti-social hours); the types of delivery and collection vehicles; and

(iii) Ensure that delivery space and time is actively controlled through measures set out in the DSMP; and

(iv) Set out the measures to enforce the servicing arrangements.

The approved DSMP shall be fully implemented for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the amenity of neighbouring occupiers.

8.1.14 Parking Design and Management Plan

Prior to occupation of the development, details of a Parking Design and Management Plan (PDMP) shall be submitted to, and approved in writing by, the Local Planning Authority.

The PDMP shall include the following details:

(i) Safe design of the agreed number of off street car parking spaces and access for pedestrians and cyclists and minimisation of conflict between user groups; and

(ii) Details of provision of blue badge parking (minimum of 2 car parking spaces) and electric vehicle charging points (minimum of 1 EVCPs with two charging points); and

(iii) Details of how blue badge car parking spaces, and GP operational car parking spaces

will be restricted to the intended purpose for the lifetime of the development; and
(iv) Permanent mechanisms for prevention of non-car parking areas to be used for that purpose; and
(v) Set out the measures proposed to enforce the car parking arrangements.

The approved PDMP shall be implemented in full prior to occupation of the phase of development, fully implemented for the life of the development.

REASON: In the interests of highway safety, reducing reliance on private motor vehicles, and the amenity of neighbouring occupiers.

8.1.15 - Non Road Mobile Machinery

Only Non Road Mobile Machinery (NRMM) which complies with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery' will be present on or used at the development site during the demolition and construction process. All NRMM must be entered on the Non Road Mobile Machinery online register at <https://nrmm.london/user-nrmm/register> before being operated. Where Non-Road Mobile Machinery, which does not comply with 'chapter 7 of the Cleaner Construction Machinery for London: A Low Emission Zone for Non-Road Mobile Machinery', is present on site all development work will stop until it has been removed from site.

REASON: To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

8.1.16 - SuDS

Prior to commencement of superstructure works hereby permitted, full particulars of a Sustainable Drainage System (SuDS) shall be submitted to, and approved in writing by, the Local Planning Authority. The SuDS shall include the following details:

- (i) A full detailed specification, including appropriate calculations, construction details and drainage layout, of a site specific SuDS that achieves greenfield runoff rates in surface water run-off rates in respect of the new build elements compared to the existing run-off rates, which shall include details of any green and blue roofs, rainwater harvesting, filter strips/drains, bio-retention systems, rain gardens, swales, permeable paving, etc. including details of an infiltration test that demonstrates that the capacity of the soil is suitable for infiltration in the event that soakaways are proposed; and
- (ii) Details of run-off to local waterways and confirmation that there will be no increase in surface water flow being discharged off site and an overall reduction in peak flow and volume.

The development shall not be carried out otherwise than in accordance with the details thus approved, which shall be implemented in full prior to the first occupation of the development

hereby permitted, and maintained as such for the lifetime of the development.

REASON: In the interests of addressing climate change.

8.1.17 – Flood resilience

Prior to commencement of construction works hereby permitted, full particulars of a scheme for the provision and implementation of flood resilient and resistant construction details and measures to protect the site against surface water flood risk shall be submitted to and agreed, in writing with the Local Planning Authority in consultation with the Local Lead Flood Authority prior to the construction of the measures.

The development shall not be carried out otherwise than in accordance with the details thus approved, which shall be implemented in full prior to the first occupation of the development hereby permitted, and maintained as such for the lifetime of the development.

REASON: In the interests of addressing climate change.

8.1.18 - BREEAM Assessment

Within 12 weeks of occupation of the development hereby approved, BREEAM post-construction certification (or any assessment scheme that may replace it) confirming an 'Excellent' rating shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of addressing climate change and to ensure the development meets the sustainability requirements of local and regional planning policy.

8.1.19 - Landscaping

Within 6 months of the commencement of superstructure works associated with the development hereby permitted, details showing the hard and soft landscaping scheme for the development shall be submitted to, and approved in writing by, the Local Planning Authority.

The landscaping scheme shall be based on the approved drawing number ADP-XX-00-DR-L-1900 rev S2 P2 and shall include the following details:

- (i) Full specification of all planting including trees, shrubs, sub-shrubs, bedding and lawns (common and Latin names, size and pot height; density or number, stock type, tree girth and method of growth e.g. container or open ground) and extent for all landscaped areas, including planting for biodiversity and habitat creation and the planting of a minimum of 4 native trees of recognised biodiversity value and landscape screening to the west boundary of the site; and
- (ii) Details of all surface treatments (which shall all be of permeable construction or otherwise allow water percolation to the ground) including location, materiality, colour and finish, and specifications including suppliers or manufacturers details; and
- (iii) Details of all proposed internal and site boundary treatment types and locations.

All planting, seeding or turfing shall be implemented in the first planting season following first occupation of the development hereby permitted. Any plants or trees that die or are removed, damaged or diseased within a period of ten years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species. All hard landscaping shall be carried out in full prior to occupation of the development hereby permitted.

The development shall not be carried out otherwise than in full accordance with the details thus approved.

REASON: To ensure that the external appearance of the site is acceptable, and safeguards and enhances biodiversity.

8.1.20 - Biodiversity

Prior to commencement of the use hereby permitted, the recommendations of the LUC Ecological Appraisal ref 1121 rev 1 dated 02/11/2021 shall be implemented in full, in addition to which a minimum of 3 swift nesting bricks and/or boxes shall be provided at or close to eaves level of the north and/or east elevations of the development hereby permitted and a minimum of 2 bat boxes in appropriate locations within the site.

The biodiversity enhancements shall be retained thereafter in perpetuity.

REASON: to safeguard and enhance biodiversity.

8.1.21 - Tree Protection

The development shall be undertaken in full accordance with the tree protection measures set out in the SJ Stephens Associates Arboricultural Impact Assessment ref 1577.1 dated 08/10/2020 for the trees identified to be retained. The barriers and/or ground protection shall be erected before any equipment, machinery or materials are brought onto the site and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. The siting of barriers/ground protection shall not be altered, nor ground levels changed, nor excavations made within these areas.

In the event of any tree(s) dying, being removed or becoming seriously damaged or diseased within 5 years from the completion of the development, it shall be replaced within the next planting season with another of similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: To safeguard existing trees on and neighbouring the site to be retained, protect biodiversity, and to ensure a satisfactory setting and external appearance to the development that preserves and enhances the character and appearance of the Northwold & Cazenove Conservation Area.

8.1.22 - Secured by Design

Prior to commencement of the use hereby permitted, a Certificate of Compliance shall be obtained that confirms achievement of the relevant Secured by Design Guide.

REASON: In the interest of amenity and creating safer, sustainable communities and safeguarding residential amenity.

8.1.23 - Obscure glazing

Prior to occupation of the development hereby permitted, the openings to the first floor of the north elevation shall be obscure glazed and non-opening below a height of 1.8m above finished floor level.

The development shall not be carried out otherwise than in accordance with the details thus approved and shall be maintained as such thereafter.

REASON: In the interests of preventing mutual overlooking, and thereby safeguarding the amenity of occupiers of neighbouring properties and patients of the health centre.

8.1.24 - Plant noise

Noise arising from the use of any building services plant units or any associated equipment shall not exceed 42dB LAeq,1hr when measured at a point 1 metre external from the nearest residential or noise sensitive premises.

Before the use of the development commences, an assessment of the expected noise levels shall be carried out once all of the building services plant units are installed. The assessment shall be in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound. The noise measurements and any further mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval.

The plant shall thereafter be installed and maintained in accordance with the approved details.

REASON: to safeguard the amenity of the occupiers of neighbouring properties in accordance with London Plan 2021 policies D3 Optimising site capacity through the design-led approach and D14 Noise; and Hackney Local Plan 2033 policy LP2 Development and amenity.

8.1.25 - Contaminated land - remediation

Prior to the commencement of the development details of remediation strategy, undertaken by a suitably qualified person or body, which shall treat/eradicate polycyclic aromatic hydrocarbon and asbestos contamination found as reported in the Soils Ltd Main Investigation Report ref 18673/MIR dated December 2020 and detail additional ground gas monitoring and any remedial options required as a result of the ground gas monitoring in order to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be submitted to, and approved in writing by, the Local Planning Authority.

The remediation strategy must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The remediation strategy shall demonstrate that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The development shall not take place otherwise than in accordance with the details so approved.

REASON: To protect the end user(s) of the development, any adjacent land user(s) and the environment from contamination.

8.1.26 - Contaminated land - verification

Before first occupation of the development a post-development verification report will be produced to the satisfaction of, and approval in writing by, the Planning Authority. The verification report must fully set out any restrictions on the future use of a development and demonstrate that arrangements have been made to inform future site users of the restrictions. Work shall be completed and reporting produced by a competent person/company in line with current best practice guidance, including the Council's contaminated land planning guidance. The Contaminated Land Officer must receive verbal and written notification at least five days before development and remedial works commence. Subject to written approval by the Planning Authority, this condition may be varied, or discharged in agreed phases. Any additional, or unforeseen contamination encountered during the course of development shall be immediately notified to the Planning Authority and Contaminated Land Officer. All development shall cease in the affected area. Any additional or unforeseen contamination shall be dealt with as agreed with the Contaminated Land Officer. Where development has ceased in the affected area, it shall re-commence upon written notification of the Planning Authority or Contaminated Land Officer.

REASON: To protect human health, water resources, property and the wider environment from harm and pollution resulting from land contamination.

8.1.27 - Contaminated land - "in the event of"

In the event that contamination (including asbestos) is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority, and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site.

In the circumstances of such an event, an assessment must be undertaken in accordance with the requirements of the site investigation, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the

requirements of the approved remediation scheme. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with the implementation of the remediation scheme.

REASON: To protect the end users of the development, any adjacent land users and the environment from contamination.

8.1.28 - Change of use

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended by any order revoking and re-enacting that Order with or without modification) and the Town and Country Planning (Use Classes) Order 1987 (as amended) the development shall not be used for any other purpose than those falling within Use Class E(e) (medical and health services).

REASON: To ensure delivery of the public benefits of the proposal and safeguard the residential amenity of future occupiers of the development.

8.1.29 - Foundation details (archaeology)

Prior to commencement of the development hereby permitted, full particulars of the complete scope and arrangement of the foundation design and other below ground works, shall be submitted to and approved by the Local Planning Authority.

The development shall not be carried out otherwise than in full accordance with the details thus approved.

REASON: In the interests of protecting heritage assets of archaeological interest on the site.

8.1.30 - Archaeological watching brief

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI), undertaken by an appropriately qualified party, has been submitted to and approved by the Local Planning Authority in writing, in consultation with Historic England (GLASS).

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:

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 elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: In the interests of protecting heritage assets of archaeological interest on the site.

8.2 Recommendation B

8.2 That the above recommendation to grant planning permission is subject to completion of a Unilateral Undertaking which secures the following matters to the satisfaction of the Head of Planning and the Director of Legal and Governance Services.

Highways and Transportation

- A contribution of £5,000 towards Travel Plan (TP) monitoring
- A contribution of £8,750 towards Construction Logistics Plan (CLP) monitoring
- A contribution of £19, 779.53 towards the making good of the site access and associated pavement works on Belfast Road.

Construction

- Considerate Constructor Scheme – the applicant to carry out all works in keeping with the National Considerate Constructor Scheme.

Carbon Offset Payment

- A Carbon Offset Payment of £22,521

Costs

- Payment by the landowner/developer of all the Council's legal and other relevant fees, disbursements and Value Added Tax in respect of the proposed negotiations and completion of the proposed Unilateral Undertaking, payable prior to completion of the deed.
- Monitoring costs of £3,780 payable on completion of the deed.

8.3 Recommendation C

That the Sub-Committee grants delegated authority to the Director of Public Realm and Head of Planning (or in their absence either the Growth Team Manager or DM and Enforcement Manager) to make any minor alterations, additions or deletions to the

recommended heads of terms and/or recommended conditions as set out in this report provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee (who may request that such alterations, additions or deletions be first approved by the Sub-Committee).

9.0 INFORMATIVES

A reason for approval is required quoting all the Local Plan and London Plan policies listed at sections 5 of this report. In addition the following informatives should be added:

- SI.2 Work Affecting Public Highway
- SI.3 Sanitary, Ventilation and Drainage Arrangements
- SI.6 Control of Pollution (Clean Air, Noise, etc.)
- SI.27 Fire Precautions Act
- SI.28 Refuse Storage and Disposal Arrangements
- SI.45 The Construction (Design & Management) Regulations 1994

NSI Construction activities audible at the facade of the nearest noise sensitive premises shall only be carried out between the specified hours: Monday to Friday 08:00-18:00 hours; Saturdays 08:00-13:00 hours; at no time on Sundays and Public Holidays unless otherwise agreed in prior consent to the Local Authority under the provisions of Section 61 of the Control of Pollution Act 1974.

NSI In aiming to satisfy the secure by design condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Signed..... **Date**.....

ALED RICHARDS
Director, Public Realm

NO.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Application documents and LBH policies/guidance	Catherine Slade x8056	2 Hillman Street, London E8 1FB

	<p>referred to in this report are available for inspection on the Council's website.</p> <p>Policy/guidance from other authorities/bodies referred to in this report are available for inspection on the website of the relevant authorities/bodies</p> <p>Other background papers referred to in this report are available for inspection upon request to the officer named in this section.</p> <p>All documents that are material to the preparation of this report are referenced in the report</p>		
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APPENDIX A – Site photos

Site and context, looking north:



Site and context, looking south:



Front elevation:



Site access adjacent to 2A Belfast Road:



Existing building on site and boundary with properties on Belfast Road:



View of site from Stoke Newington railway station:



View of site from Willow Walk:



View of site from Cazenove Road:



Site notices (erected site entrance and Cazenove Road 09/06/2021):

