

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Monday, 8th February, 2016, 7.00 pm - Civic Centre, High Road,
Wood Green, N22 8LE**

Members: Councillors Peray Ahmet (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, John Bevan, Clive Carter, Natan Doron, Toni Mallett, James Patterson, James Ryan and Elin Weston

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. APOLOGIES

3. URGENT BUSINESS

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

4. DECLARATIONS OF INTEREST

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

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and

(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

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

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

5. DEPUTATIONS/PETITIONS

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

6. PLANNING APPLICATIONS

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

7. PARK ROAD SWIMMING POOLS PARK ROAD N8 7JN (PAGES 1 - 18)

Retrospective application for change of position for new flue. New roof mounted fence to screen flue and roof plant [deferred from 28 January Committee].

RECOMMENDATION: grant permission subject to conditions.

8. FLATS B C D & E 11 PARK ROAD, N8 8TE (PAGES 19 - 40)

Enlargement of the 4 existing flats by creating a third floor extension [deferred from 11 January Committee].

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement

9. 191-201 ARCHWAY ROAD, LONDON N6 5BN (PAGES 41 - 140)

Erection of building behind retained Archway Road facade and fronting Causton Road to provide 25 residential dwellings (Class C3) at basement, ground, first, second and third floor level, including retention side return wall on Causton Road. Demolition of all existing buildings to the rear. Retention of retail floor space unit at ground floor level (Class A1). Change of use of part ground floor and part basement from retail (Class A1) to Class B1 use. Provision of associated residential amenity space, landscaping and car parking.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement.

10. HARRIS ACADEMY AND PART OF ASHLEY ROAD DEPOT ASHLEY ROAD N17 9LN (PAGES 141 - 230)

Demolition of existing buildings on the Ashley Road Depot site in association with the change of use from sui generis to Class D1 (school) and construction of sports hall, sports pitches and floodlights. Construction of infill extensions at first and second floor levels of existing building (previously converted to D1 (school) use using permitted development), construction of a three storey extension to provide additional educational floor space and other minor works.

RECOMMENDATION: grant permission subject to conditions and subject to a s106 legal agreement.

11. ALEXANDRA COURT 122-124 HIGH ROAD N22 6HE (PAGES 231 - 276)

Change of use of the second, third and fourth floors from B1 office to C1 hotel and roof top extension to create an additional floor. Works also include external refurbishment of existing and small extension into the car park on the second floor.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement

12. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

13. DATE OF NEXT MEETING

Special Planning Committee 16 February.

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Bernie Ryan
Assistant Director – Corporate Governance and Monitoring Officer
River Park House, 225 High Road, Wood Green, N22 8HQ

29 January 2016

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Planning Sub Committee 28th January 2016

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2014/3409

Ward: Crouch End

Address: Park Road Swimming Pools Park Road N8 7JN

Proposal: Retrospective application for change of position for new flue. New roof mounted fence to screen flue and roof plant.

Applicant: Mr Anthony Cawley Fusion Lifestyle

Ownership: Council

Case Officer Contact: Matthew Gunning

Date received: 02/12/2014

Drawing number of plans: 120821/A/120; 120821/A/121; 120821/A/124; 120821/A/204;

1.1 This application is being referred to committee as it relates to land within the Council's ownership and also given the number of objections received.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The roof plant equipment is considered to be suitably located so as to minimise its impact upon the appearance of the building and adjoining residential amenity, whilst ensuring that the functioning needs of this established facility are met.
- With the implementation of the identified noise attenuation measures and the measures to partly screen the plant equipment the concerns raised by neighbouring residents are considered to be addressed.

2. RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose the conditions set out below to secure the following matters

Conditions:

- 1) Fixed maximum noise level to be agreed with LPA within 3 months of consent;
- 2) In accordance with approved plans.

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- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
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- 7.0 RECOMMENDATION

APPENDICES:

Appendix 1 : Plans and images

Appendix 2: Comment on Consultation Responses

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is a retrospective application for the change of position of a flue and for a new roof mounted fence to screen the flue and roof plant equipment. Site works required that the flue of the main boiler serving the leisure centre to be relocated to an alternative position.
- 3.2 In respect of this application the Local Planning Authority required a revised noise assessment to be undertaken to predict noise emissions from the relocated plant items.

Site and Surroundings

- 3.3 The subject site is a large leisure centre located on the south-western side Park Road, N8. The centre is predominantly 2-storey and contains 3 swimming pools, gyms, studios, cafe and a lido. Behind the site are a number of playing fields and sports clubs. To the north of the site is a recently built block of flats (Fuller Court) which is adjacent to the Hornsey Central Neighbour Health Centre. Opposite the site and spreading north and south are residential terraced properties. The site is not located within a conservation area.

Relevant Planning and Enforcement history

- 3.4 HGY/2013/1500 - Erection of new entrance draught lobby to NE elevation, new first floor extension to NW elevation, new escape stair enclosure to NW elevation and single storey store / WC extension to NW elevation. Replacement of internal wet changing area, provision of new changing and ticket / refreshment buildings to external lido area, and general external improvements - 09/10/2013

HGY/2006/0316 - Erection of single storey toilet block – GRANTED

HGY/2006/0300 - Erection of extensions at ground and first floor levels comprising new dance and gym studios. Alterations to ground floor including new entrance and reception, creation of new lift and removal of 3 trees and replanting with 3 new trees. – GRANTED

HGY/2003/1636 - Alterations and expansion to existing health and fitness centre, involving provision of disability accessibility lift, first floor extension, female changing facility, and internal alteration – GRANTED

HGY/1996/0680 - Replacement of existing portacabin (used as a cafe) with new portacabin – GRANTED

HGY/2005/1201 - Erection of extensions at ground and first floor levels comprising new dance and gym studios. Alterations to ground floor including new entrance and reception, creation of new lift and removal of 3 trees and replanting with 3 new trees. – GRANTED

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

Internal:

- 1) LBH Noise & Pollution – “Work should be undertaken to the plant room which is likely to have an acoustic reduction and even if further work is then needed to be undertaken, given that the building is Council owned (if not run) we should have leverage to resolve issues which may arise”. (officer comment: mitigation has been implemented)

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by 73 letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 9

Objecting: 9

Supporting: 0

5.2 The following issues were raised in the objections received:

- Position and height of flue and associated exhaust fumes reaching neighbouring building Fuller Court;
- Plant is extremely noisy;
- The screen isn't high enough;
- Insufficient detail in this application and without evidence that the clean air act has been complied with;
- The screen isn't high enough;
- Submitted drawings are lacking in detail.

6 MATERIAL PLANNING CONSIDERATIONS

Background

6.1 A planning application was approved in October 2013 for various external and internal changes in relation to improvements to this existing sports/leisure facility. Fusion Lifestyle took over the operation and management of Park Road Leisure Centre in 2012. As set out in the Officer's report in respect of this previous

application (ref: HGY/2013/1500) new roof mounted plant equipment was proposed:

“New roof mounted plant is proposed in various locations consisting of 9 x condenser units, 3x air-handling units and 3 x heat recovery units. The plant is located away from the roof edge to minimise visibility from ground level. On the north-west side, the plant is set 9m from the building edge to maximise the distance from the neighbouring flats. “

- 6.2 In connection with this application an acoustic report was submitted which included measurements of noise levels from neighbouring residential properties (taken in June 2013). The report concluded that with the use of acoustic enclosures and the addition of a screen adjacent to the condenser units on the flat roof, noise levels experienced at the nearest residential property (approximately 15m from the facade of the building), would not exceed Haringey’s noise emission limit of 35dBA (daytime) and 31 (night time).
- 6.3 As pointed out above this is a retrospective application for the change of position of a flue and for a new roof mounted fence to screen the flue and roof plant equipment.

Changes from consented scheme

- 6.4 Approved drawings 120071/M/302 Rev D2 (Mechanical Services Plant Room) & 120071/M/303 Rev D1 (Mechanical Services Roof) in connection with the previously approved application shows the location of the roof plant equipment. Appendix C of the Acoustic Report provided a schedule of the equipment in question while Appendix D provided a more detailed drawing showing the location of the various aspects of the equipment (namely air handling units, condenser units, heat recovery units etc) in addition to the location of a noise barrier.
- 6.5 Drawing 120821-A-204-C4 shows the location of the equipment as installed, which show small changes in relation to the approved; specifically a stainless steel flue positioned on the north-west corner of the building opposite Fuller Court flats. This application has been submitted to regularise the change and to propose a timber screen to partly screen the flue/ plant equipment.

As before the daytime and night-time operations of this equipment are as follows:

- The Air Handling Units (AHUs) will only run at full duty during the daytime period.
 - During the night-time period (23:00-07:00 hours) the AHUs will run at a maximum of 60% of the full daytime duty.
- The Heat Recovery Units (HRUs) will not run during the night-time period (23:00-07:00 hours).

- The Condenser Units (CUs) will not run during the night-time period (23:00- 07:00 hours).
- 6.6 This timber screen (painted grey) will screen the horizontal element of the flue while the top portion of the flue visible above the screen is to be painted black. The screen here will also partly screen the equipment located further in on the roof of the building. As discussed below an updated acoustic report was submitted to determine impacts of these changes.
- 6.7 The closest residential windows to the roof plant equipment are approximately 15m from the northern façade of the leisure centre. The boiler flue location is approximately 23m from these flats.
- 6.8 With the exception of the flue and the measures to minimise its appearance there are no other external changes. The roof plant equipment is considered to be suitably located so as to minimise its impact upon the appearance of the building and adjoining residential amenity, whilst ensuring that the functioning needs of this established facility are met.

Noise & Impact on amenity

- 6.9 National Planning Policy (NPPF), March 2012 state that planning decisions should aim to:
- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
 - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
 - Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.
- 6.10 The NPPF refers to the March 2010 DEFRA publication. “Noise Policy Statement for England” (NPSE), which reinforces and supplements the NPPF. The NPSE states three policy aims, as follows:
- “Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:
 - Avoid significant adverse impacts on health and quality of life;
 - Mitigate and minimise adverse impacts on health and quality of life; and

- □□Where possible, contribute to the improvement of health and quality of life.”
- 6.11 In terms of local planning policy saved UDP Policies UD3 and ENV6 require development proposals to demonstrate that there is no significant adverse impact on residential amenity including noise, fumes and smell nuisance. In addition saved UDP Policy ENV7 necessitates developments to include mitigating measures against the emissions of pollutants and separate polluting activities from sensitive areas including homes. London Plan Policies 7.14 and 7.15 also seeks to protect residential properties from the transmission of airborne pollutants arising from new developments.
- 6.12 Taking an overview of National Policy it is clear that when considering the impact of noise one must ensure that adverse impacts are minimised and mitigated.
- 6.13 As outlined above an updated Acoustic Report (prepared by MLM) was submitted with this application. In view of the objections received, in particular from residents living in Fuller Court, further noise measurements were undertaken by MLM in relation to the closest noise-sensitive receptors. The last noise measurements were conducted between 14:00 and 18:00 on Wednesday 3rd June 2015 and between 01:00 and 04:00 on Thursday 4th June 2015.
- 6.14 This assessment identified that excessive noise emissions from the leisure centre were as a result of noise from the operation of the plant located within the plant room; namely the heat pump units and boiler, both of which are located within the enclosed plant room on the north-western façade of the site.
- 6.15 As such the applicant’s consultant identified that it would be necessary to further mitigate noise emissions from the plant room; which MLM indicate can be achieved with the implementation of a suitable acoustic louvre, in place of a weather louvre. This has been carried out separately to this planning application. MLM specifically indicate that with the implementation of the recommended mitigation measures it is expected to result in noise emissions 10 dB below the established background noise level during the daytime period and 10 dB below during the night-time period. Officers would point out that the acoustic louvre has now been installed.
- 6.16 Officers would also point out the noise complaints received related to the break-out of noise from the existing plant room rather than in relation to re-siting of the flue in question. An Acoustic Report prepared by residents of Fuller Court concurs that the boiler plant was the dominant noise source rather than the roof top plant.
- 6.17 The applicant’s reports have been independently assessed by Sanctum consultants for the LPA. Sanctum indicated that the applicant should re-assess the degree of noise mitigation required to satisfy the requirement of the LPA.

Sanctum also raised an issue with respect of night time background noise levels. They note that this fell to 33.0 dB (LA90) which was 3.4dB below the lowest night time background level recorded in June 2013. They go on to say that if background noise levels are noticeably lower than those recorded two years ago additional noise mitigation may be required in the plant room to prevent noise nuisance and sleep disturbance.

- 6.18 In respect of the comments made by Sanctum, MLM stand by their assessment and believe that they have identified the level of additional mitigation required in order to satisfy the agreed limits and believe that no further assessment should be required. Officers would point out that a change in noise level of less than 3dB is regarded as imperceptible.
- 6.19 Notwithstanding the comments of Sanctum outlined above Officers are satisfied that the mitigation measures outlined can reduce the noise impacts to acceptable levels given the mitigation measures already carried out post the Sanctum Review and taking account of the imposition of an additional noise condition as outlines below. As indicated by MLM the implementation of the recommended mitigation measures is required to result in noise emissions 10 dB below the established background noise level during the daytime period and 10 dB below during the night-time period. Officers also point out that if for instance it was found that the acoustic louvre does not fully address the issue of noise emissions, additional measures may need to be carried out (i.e. sound instillation on the walls of the plant room, use of floor mounting kit etc).
- 6.20 With the implementation of the noise attenuation measures referred to above and the measures to partly screen the plant equipment the concerns raised by neighbouring properties are considered to be addressed. The imposition of a condition requiring fixed maximum noise levels to be agreed within 3 months of the date of this consent also enables the LPA to make sure that the calculated noise emissions in the context of background noise are compliant with the Council's requirements. Should it not be possible to meet these further mitigation measures will need to be agreed for example provision of further noise insulation. The applicant has indicated it would be willing to carry out additional mitigation if necessary.
- 6.21 In terms of the concern raised by residents in respect of the flue and associated exhaust fumes reaching Fuller Court the applicant confirms that the design of the heating system and flue is compliant with the Clean Air Act 1993 and that it is performing to the necessary specification. They also point out that the boilers now installed are class-leading, low NOX units and are less polluting than the old units which they replaced. The emission that has been referred to as 'smoke' is actually water vapour produced as a result of the boiler's operation.
- 6.22 A copy of the Clean Air Act Memorandum calculation from the actual flue manufacturer/installer was provided to the Council. This calculates that the height

of the flue should be 9.6m. The applicant (Fusion) has also confirmed that it has carried out a check calculation, using industry standard software and ascertained a similar height to the manufacturer. The flue termination has been installed at 9.6m. The various calculations/ information have sent to the Council's Environmental Health team who indicate that LA approval is not needed for this particular installation under the Clean Air Act 1993.

- 6.23 This information submitted adequately demonstrates that flue installation in question is in compliance with the guidelines set out in the Clean Air Act Memorandum.

8. RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2014/3409

Applicant's drawing No.(s) 120821/A/120; 120821/A/121; 120821/A/124; 120821/A/204:

Subject to the following conditions:

1. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority – No.(s) 120821/A/120; 120821/A/121; 120821/A/124; 120821/A/204;

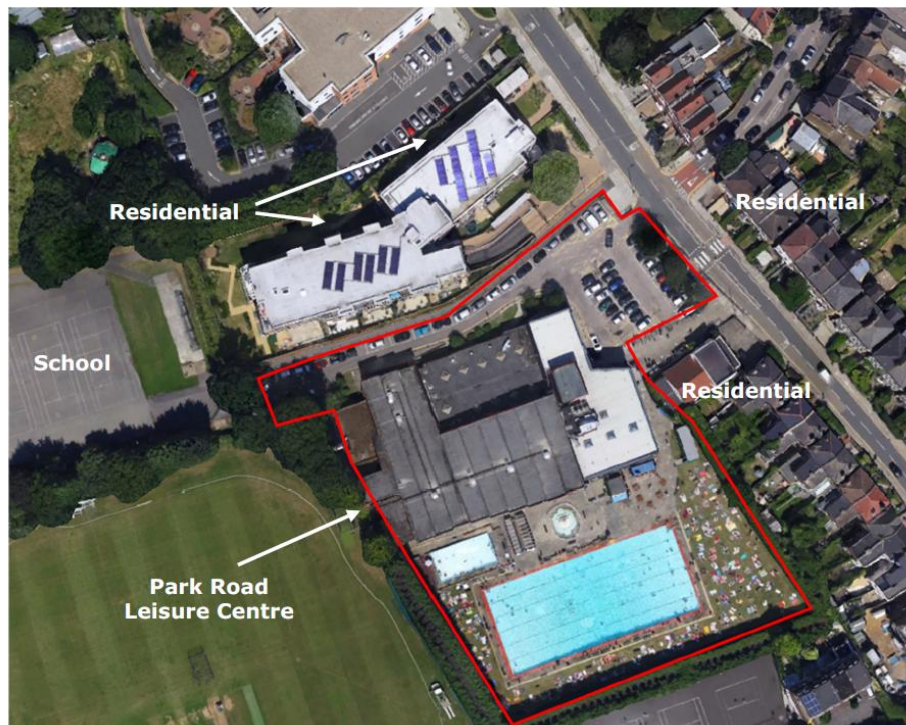
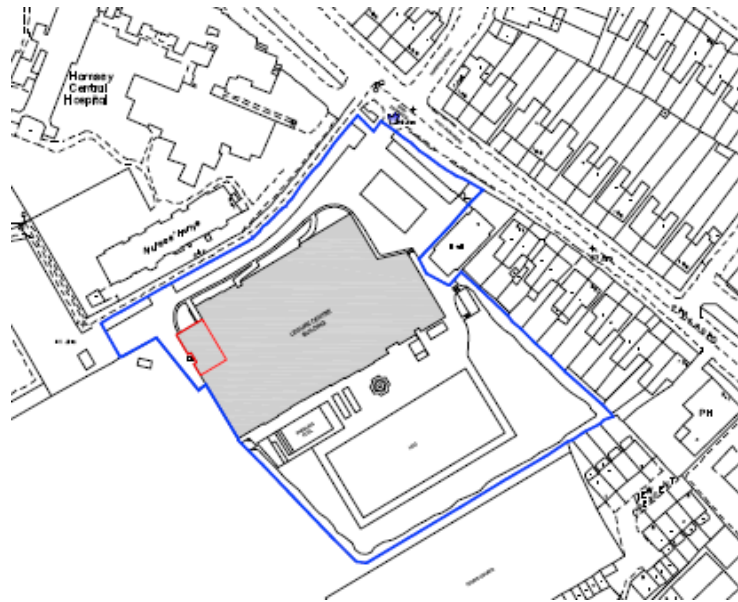
Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

2. Within 3 months of the date of this permission and the installation of the roof mounted screen, fixed maximum noise level shall be submitted and agreed with the LPA showing noise emissions do not exceed a level equivalent to 10 dB below the worst-case (lowest) prevailing background LA90 dB noise level measured at the nearest/worst-affected residential location (nighttime and daytime). The agreed level shall thereafter be maintained in perpetuity unless agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006

Appendix 1: Plans and Images

Site Location Plan



Note: Residential flats Fuller Court to north of leisure centre was completed in last 4/5 years.



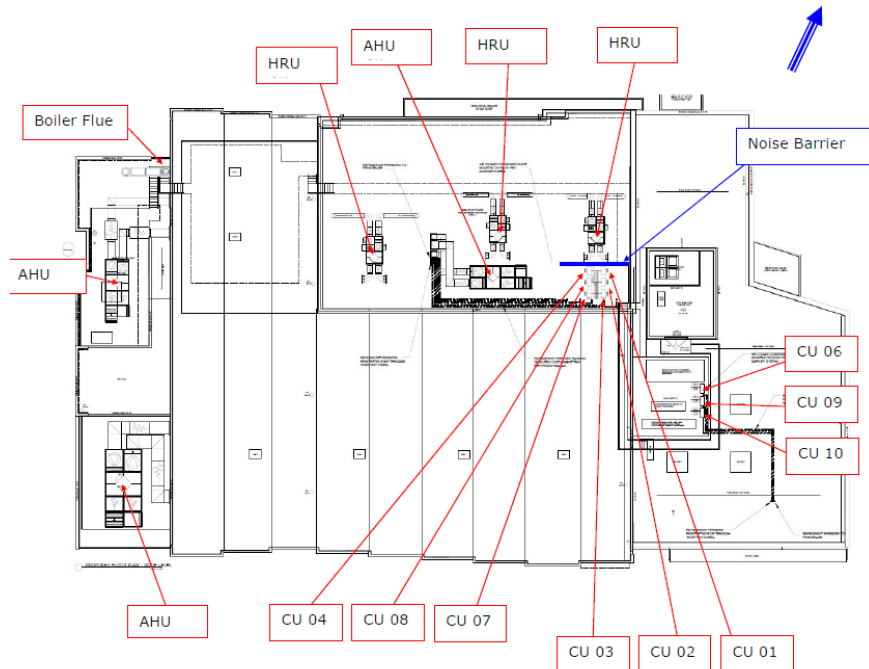
Location of boiler flue



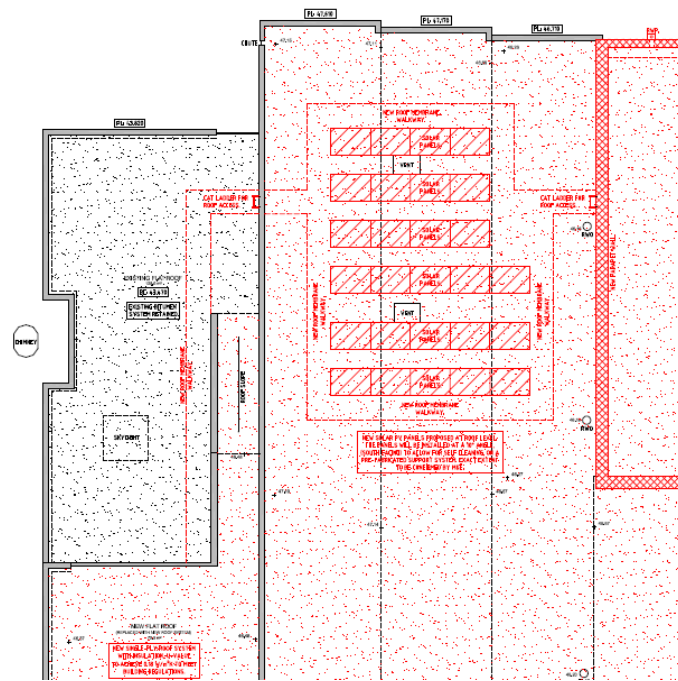
Fuller Court flats



Acoustic louvre to back of plant room



Location of boiler flue – Top left corner



Roof plan as approved ref: HGY/2013/1500

Appendix 2: Comment on Consultation Responses

Consultation Responses	Comment
Position and height of flue and associated exhaust fumes reaching neighbouring building Fuller Court.	<p>The flue in question is needed for the day functioning of this leisure facility with its location influenced by the internal arrangements of the building (i.e. the location of the plant room). The location of the flue and measures to minimise its appearance are considered acceptable.</p> <p>The applicant confirms that the design of the heating system and flue is compliant with the Clean Air Act 1993. The emission that has been referred to as 'smoke' is water vapour produced as a result of the boiler's operation.</p> <p>A copy of the Clean Air Act Memorandum calculation from the actual flue manufacturer/installer was provided to the Council. This calculates that the height of the flue should be 9.6m. The applicant (Fusion) has also confirmed that it has carried out a check calculation, using industry standard software and ascertained a similar height to the manufacturer. The flue termination has been installed at 9.6m. The various calculations/ information have sent to the Council's Environmental Health team who indicate that LA approval is not needed for this particular installation under the Clean Air Act 1993.</p> <p>This information submitted adequately demonstrates that flue installation in question is in compliance with the guidelines set out in the Clean Air Act Memorandum.</p>
Plant is extremely noisy.	With the implementation of the identified noise attenuation measures concerns raised by neighbouring residents are considered to be addressed.
Insufficient detail in this application and without evidence that the clean air act has	The drawings and associated technical reports (noise reports etc) are satisfactory for the

<p>been complied with.</p>	<p>purpose of making a decision on this planning application. The granting of planning consent does not remove the need to comply with other statutory legislation.</p>
<p>The screen isn't high enough.</p>	<p>The screen is designed to screen the horizontal element of the flue. While the upper floor of Fuller Court will have views down onto the roof a much higher screen would be prominent and would affect outlook.</p>
<p>Submitted drawings lacking in detail.</p>	<p>The drawings and associated technical reports (noise reports) are satisfactory for the purpose of making a decision on this planning application.</p>

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Planning Sub Committee 11 January 2016

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2015/2132

Ward: Crouch End

Address: Flats B C D & E 11 Park Road, N8 8TE

Proposal: Enlargement of the 4 existing flats by creating a third floor extension

Applicant: Ms M Carven

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 22/07/2015

Drawing number of plans: 168.15/001; 168.15/002; 168.15/005; 168.15/006; 168.15/010; 168.15/011; 168.15/012; 168.15/013; 168.15/014A; 168.15/015A; 168.15/016; 168.15/017A; 168.15/020A; 168.15/021A; 168.15/022A; 168.15/023A; 168.15/030; 168.15/031A; 168.15/040A; 168.15/041A; 168.15/042A; 168.15/043A; 168.15/045; 168.15/046; Heritage Statement (July 2015); Daylight/Sunlight Assessment (20/07/2015)

1.1 The application has been referred to the Planning Sub-Committee at the request of a Councillor.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would respect the character of the conservation area.
- The proposed development would not impact on the amenity of the neighbouring residential properties.

2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives as set out below.

Conditions

- 1) Development begun no later than three years from date of decision

- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Obscure glazing

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

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APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and images

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for the enlargement of the four existing 3 bed flats by creating a third floor extension.

3.2 Site and Surroundings

The terrace is three storeys with dark brick and white render panels and continuous wide windows on the first floor. At the ground floor, the building contains five shop units with offices at first floor. The second floor contains flats. There is car parking to the rear of the site accessed via an undercroft access through the building.

The site is located within the Crouch End Conservation Area.

3.3 Relevant Planning and Enforcement history

HGY/2015/0723 – Enlargement of the four existing flats by creating a third floor extension – Refused 04/05/2015

4.0 CONSULTATION RESPONSE

4.1 The following were consulted regarding the application, and the following responses were received:

Internal:

1) Conservation

The proposal reflects our discussions during the pre-application stage. Whilst I understand that there are some concerns raised by residents regarding the addition of the upper floor, its impact on the conservation area would be mitigated by the proposed set back from the frontage.

In addition, the scheme proposes improvements to the front facade of the building that helps to tie in the proposed floor with the front elevation and would be a considerable improvement in terms of the visual impact of the building and its contribution to the conservation area. As such, I consider that the proposal would enhance the appearance of the conservation area would be acceptable from a conservation point of view.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

79 Neighbouring properties

1 Residents Association

1 site notices were erected close to the site

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

No of individual responses: 19

Objecting: 19

Supporting: 0

Others: 0

5.3 The following local groups/societies made representations:

- Bryanstone Road Residents Association

5.4 The following Councillor made representations:

- Cllr Doran

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

- Loss of privacy
- Overlooking
- Impact on appearance of conservation area
- Out of keeping with area

- Impact on skyline
- Overbearing
- Intrusive development
- Increased traffic
- Will not enhance conservation area
- Exacerbating an already poor building in a conservation area
- Additional height would result in building more out proportion

5.6 The following issues raised are not material planning considerations:

- Construction disruption
- Accuracy of plans
- Precedent
- Timing of consultation
- Impact on shopping centre

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. The impact of the proposed development on the character and appearance of the conservation area
4. Living conditions for future occupants
5. Parking and highway safety

6.1 Principle of the development

6.1.1 The application involves the provision of additional floorspace to existing residential units. This is considered to be in line with policy, and there is no objection to the principle of the development.

6.2 Impact on the amenity of adjoining occupiers

6.2.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.

6.2.2 The previous application was refused on the basis that *the proposed development would be likely to have a significant adverse effect on the amenity of local residents through the creation of overlooking and a resulting loss of privacy.*

- 6.2.3 The previous proposal provided terraces to the rear of the flats at the new third floor level. This was considered to result in overlooking issues and loss of privacy to the properties to the rear of the site. To overcome this, the new third floor has been altered to provide the terrace to the front of the building. This relocation of the terrace ensures that there is no overlooking from the proposed amenity space.
- 6.2.4 The revision to the terrace location allows for the rear elevation to be of solid construction to avoid any overlooking from windows. The applicant has proposed glazing at this level to ensure a lightweight appearance, but this is to be obscured and fixed closed up to 1.8m. This would ensure that there are no overlooking or loss of privacy issues relating from the proposal.
- 6.2.5 The proposal is over 10 metres from the nearest property, being the flank wall of 1a Park Mews, and over 25 metres from the rear of the properties in Bryanstone Road. Given the distance of the proposal from the neighbouring properties, it is not considered that the proposal would result in any overbearing impacts.
- 6.2.6 The subject property is located to the north of the neighbouring residential properties, and as such any increase in height would not impact sunlight reaching the rear of the properties in Bryanstone Road. Given the distance to the properties to the rear, the increase in height would not impact on the daylight reaching the rear windows of the properties in Bryanstone Road. With regards to the properties in Park Mews, the increased height of the building would be offset by the removal of the water tank and the reduction in height of the stairwell, which would improve the light situation to these properties. A daylight and sunlight assessment has been submitted with the application which supports these conclusions.
- 6.2.7 As such, the proposal does not harm the amenities of neighbours and is in accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

6.3 Character and appearance of the conservation area

- 6.3.1 6.3.1 The site falls within the Crouch End Conservation Area. The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides:

“In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

- 6.3.2 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case tells us that "*Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise.*"
- 6.3.3 The *Queen (on the application of The Forge Field Society) v Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in *Barnwell*, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in *Barnwell*, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.3.4 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.3.5 London Plan Policy 7.8 requires development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets.

- 6.3.3 The previous application was refused on the basis that *the proposed development would introduce a discordant feature to the elevations of the building and would detract from the visual continuity of the Crouch End Conservation Area, by reason of its overall bulk, scale and design in relation to the property and is therefore detrimental to the visual amenity of the area.*
- 6.3.4 The revisions to the proposal since the previous refusal have resulted in the top floor being set further back from the building line to the front of the site. The top floor has also been set away from the flank walls of the two adjoining properties. It is considered that the impact of the proposal on the conservation area would be mitigated by the proposed set back from the frontage.
- 6.3.5 In addition, the scheme proposes improvements to the front facade of the building that helps to tie in the proposed floor with the front elevation. This is considered to be a considerable improvement in terms of the visual impact of the building and its contribution to the conservation area. As such, it is considered that the proposal would not cause harm and would enhance the appearance of the conservation area would be acceptable from a conservation point of view.
- 6.3.6 Overall, for the reasons mentioned above, the proposal is considered to be acceptable and consistent with the relevant policies, and would enhance the appearance of the building, would enhance the character and appearance of the conservation area and not cause harm.

6.4 Living conditions for future occupiers

- 6.4.1 The proposal results in 3-bed units with improved floor space and improved layouts, with the addition of external amenity space. Given the existing units are 3-bed units also, this is considered to result in an improved living environment for occupiers.

6.5 Parking and Highway safety

- 6.5.1 The application will see an increase in floor area to the existing flats. It is noted that the application involves the rearrangement of the parking area to the rear to formalise the car parks for the flats and the shop units.
- 6.5.2 The proposal results in the creation of larger 3-bed units (the existing units are 3-bed) and does not result in the creation of any additional units (residential or commercial), and as such is unlikely to have any significant impact on the local transport network or car parking demand within the immediate vicinity of the site. Therefore, there are not considered to be any highways or parking impacts resulting from this application.

6.6 Conclusion

6.6.1 The proposed alterations are considered to be acceptable, having regard to impacts upon the character and appearance of the conservation area and upon neighbouring residential amenity. For the above reasons the proposal is considered to be acceptable and consistent with the objectives of the Development plan for the area.

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

6.7 CIL

6.7.1 Based on the information given on the plans, the Mayoral CIL charge will be £5,775 (165sqm x £35) and the Haringey CIL charge will be £43,725 (165sqm x £265). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 168.15/001; 168.15/002; 168.15/005; 168.15/006; 168.15/010; 168.15/011; 168.15/012; 168.15/013; 168.15/014A; 168.15/015A; 168.15/016; 168.15/017A; 168.15/020A; 168.15/021A; 168.15/022A; 168.15/023A; 168.15/030; 168.15/031A; 168.15/040A; 168.15/041A; 168.15/042A; 168.15/043A; 168.15/045; 168.15/046; Heritage Statement (July 2015); Daylight/Sunlight Assessment (20/07/2015)

Subject to the following condition(s)

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

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

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

168.15/001; 168.15/002; 168.15/005; 168.15/006; 168.15/010; 168.15/011; 168.15/012; 168.15/013; 168.15/014A; 168.15/015A; 168.15/016; 168.15/017A; 168.15/020A; 168.15/021A; 168.15/022A; 168.15/023A; 168.15/030; 168.15/031A; 168.15/040A; 168.15/041A; 168.15/042A; 168.15/043A; 168.15/045; 168.15/046; Heritage Statement (July 2015); Daylight/Sunlight Assessment (20/07/2015).

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

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Before the first occupation of the extension hereby permitted, the windows in the rear (southern) elevation shall be fitted with obscured glazing and any part of the windows that are less than 1.8 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The windows shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006.

Informatives:

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

INFORMATIVE: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £5,775 (165sqm x £35) and the Haringey CIL charge will be £43,725 (165sqm x £265). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Hours of Construction Work:

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

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE: Party Wall Act:

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

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Conservation	<p>The proposal reflects our discussions during the pre-application stage. Whilst I understand that there are some concerns raised by residents regarding the addition of the upper floor, its impact on the conservation area would be mitigated by the proposed set back from the frontage.</p> <p>In addition, the scheme proposes improvements to the front facade of the building that helps to tie in the proposed floor with the front elevation and would be a considerable improvement in terms of the visual impact of the building and its contribution to the conservation area. As such, I consider that the proposal would enhance the appearance of the conservation area would be acceptable from a conservation point of view.</p>	Noted.
NEIGHBOURING PROPERTIES		
19 objections received	Not in keeping with area / conservation area; would not enhance the conservation area; exacerbates already poor building.	The application is considered to enhance the appearance of the conservation area, and the appearance of the existing building.
	The construction would affect the vitality and viability of our shopping centre with disruption caused by such major works.	Not a valid planning consideration on an application such as this.
	There would be a serious infringement to local residents privacy, particularly those living in the immediate vicinity i.e. Park Road and Bryanstone Road, of which many are our customers.	The application is not considered to give rise to privacy issues.

Stakeholder	Question/Comment	Response
	By increasing the size of these flats by such a large scale, this would increase people, vehicles etc to the area which is already highly congested, therefore having an effect to the current residents/business owners.	There is no increase in unit numbers, so there is not expected to be an increase in traffic.
	Fortunately Crouch Ends skyline has not been altered dramatically over many years, again making it quite unique and an additional floor to this building would have a detrimental effect to the appearance of the area.	The additional floor is set back, and would not be readily visible in the street scene.
	Construction nuisance and disturbance.	This would be controlled by other legislation.
	Overshadowing / overbearing	The proposal is considered to be separated enough from neighbouring properties to not create any overbearing or overshadowing impacts.
	Precedent	This is not a material planning consideration.
	Accuracy of plans	The plans are considered to be accurate for the assessment of this application.
	Timing of application to avoid consultation responses	There is no requirement as to when an application is submitted.
Bryanstone Road Residents Association	I am writing on behalf of the BRRRA (Bryanstone Road Residents Association), as we strongly oppose the building of any extension on 11 Park Road (N88TE), which would be considerably above the current roof level. We object on the grounds listed below:	The objections raised are addressed in the appendix above, and in the assessment of the report.

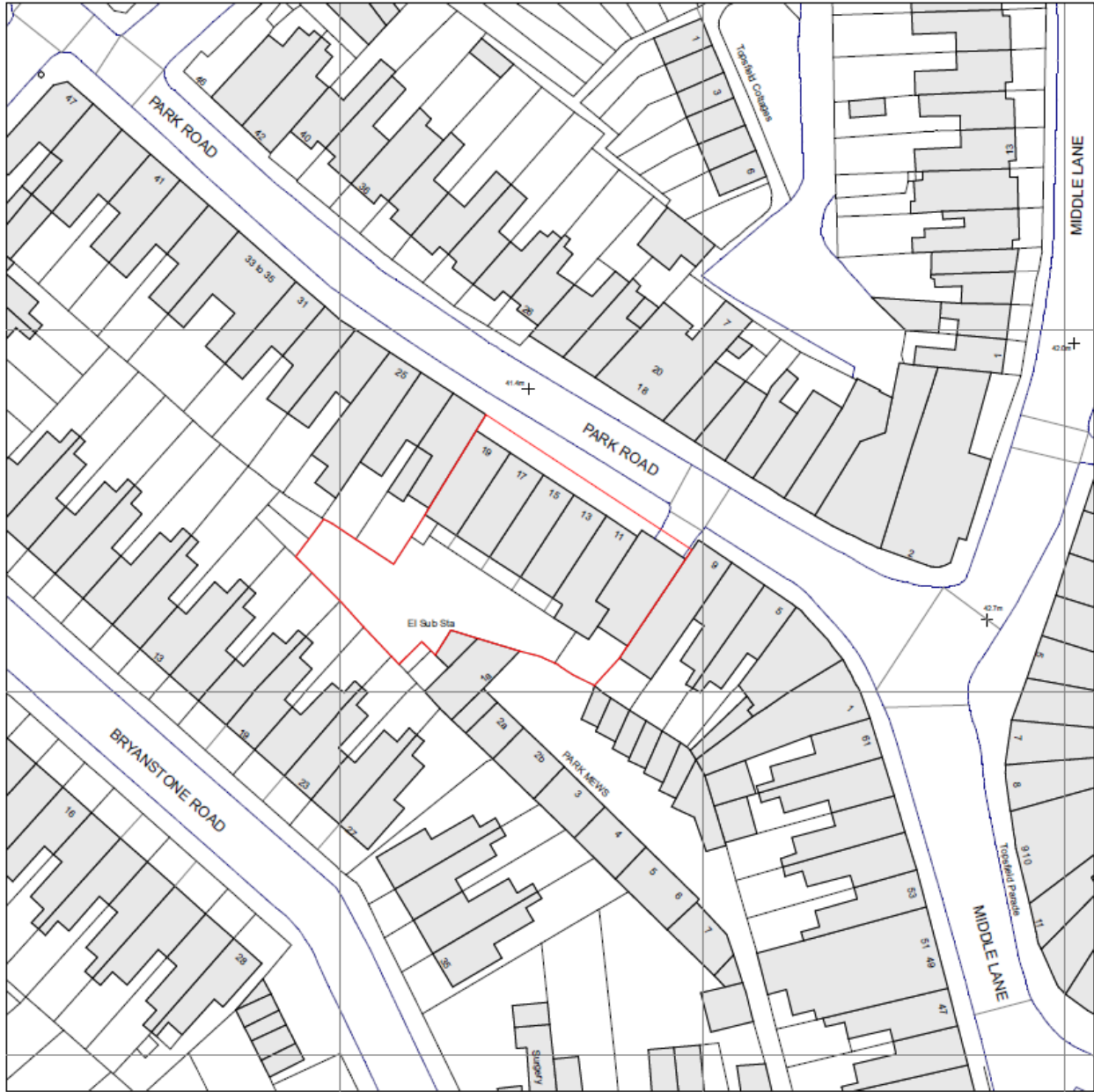
Stakeholder	Question/Comment	Response
	<p>1. This is a conservation area. By building an extra floor on top of this building, it would not be in keeping with the other surrounding properties and would be way above the existing skyline. It would significantly enlarge and draw more attention to this incongruous building, creating a discordant architectural mass in Crouch End's central conservation area.</p> <p>2. The extra floor would be extremely overbearing to the residents of 17-31 Bryanstone Road, as well as the Park Mews behind it and those facing it on Park Road. Some residents on Bryanstone Road have already dealt with the issue of blocking out the Park Road building by growing foliage over high fence trellises and obscuring glass in rear windows. An extra storey would be impossible to block out and would cut out a lot more of the sky and light to these properties. The new plans also put the top storey even closer to those properties behind 11 Park Road, which would make the building far more overbearing.</p> <p>3. The light study submitted by the applicant does not appear to have been carried out from the standpoint of our properties - as I write, the sun is rising in the East behind 11 Park Road, so an additional storey would block out this section of rising sun. Natural light would be affected in both our rear kitchens/living rooms and 1st floor bedrooms.</p> <p>4. The building work would be very disruptive and would greatly affect the traffic along Park Road which is already</p>	

Stakeholder	Question/Comment	Response
	<p>problematic. This portion of road has two bus routes as well as being a main artery in and out of Crouch End. Doing any work on this portion of road would cause huge delays for those of us on Bryanstone Road, as well as other local Crouch End residents and workers. Again this issue has not been addressed.</p> <p>5. By blocking this entrance to Park Mews, the development would create a health and safety issue, as fire engines would not have access to the Mews, or to the rear car park, which runs alongside a local restaurant.</p> <p>6. We also dispute the accuracy of the drawings and point out that they lack proper dimensions. The proposed height would be much higher than is shown, which you can see from the pictures in the planning study. The perspective used in some of the drawings is that of a bird, which none of us can view.</p> <p>7. Parking is already a big problem at 11 Park Road and Crouch End in general. Increasing the size of the four existing properties would encourage more vehicles. The car park at 11 Park Road is nothing like that shown in the drawings, as there are an average of 13 vehicles in the parking lot, not the 5 depicted in the drawings. Currently there is a moderate level of noise pollution due to the honking of horns when drivers get blocked in to this lot, this would only get worse. Any building work, would make matters far worse, due to the scaffolding that would be erected in the parking lot.</p>	

Stakeholder	Question/Comment	Response
	<p>8. On principle it also seems disproportionate that such a large number of local residents and businesses should have their quality of life and privacy compromised, just so that four existing properties can be made larger.</p> <p>We would also like to point out that it has not gone without notice that both of these applications have gone in just before or during a long holiday period when most of the road is away on holiday (Easter and now Summer). This seems a cynical attempt to deny all local residents the chance to have their say. Also there has been a lack of input from any of the Park Mews and the Park Road properties that face 11 Park Road, as it seems the majority of these properties are rented out and managed by agencies, leaving the property owners unaware of the application. If they were informed of the situation, we imagine they would have similar concerns.</p>	

Appendix 2: Plans and Images

Location Plan

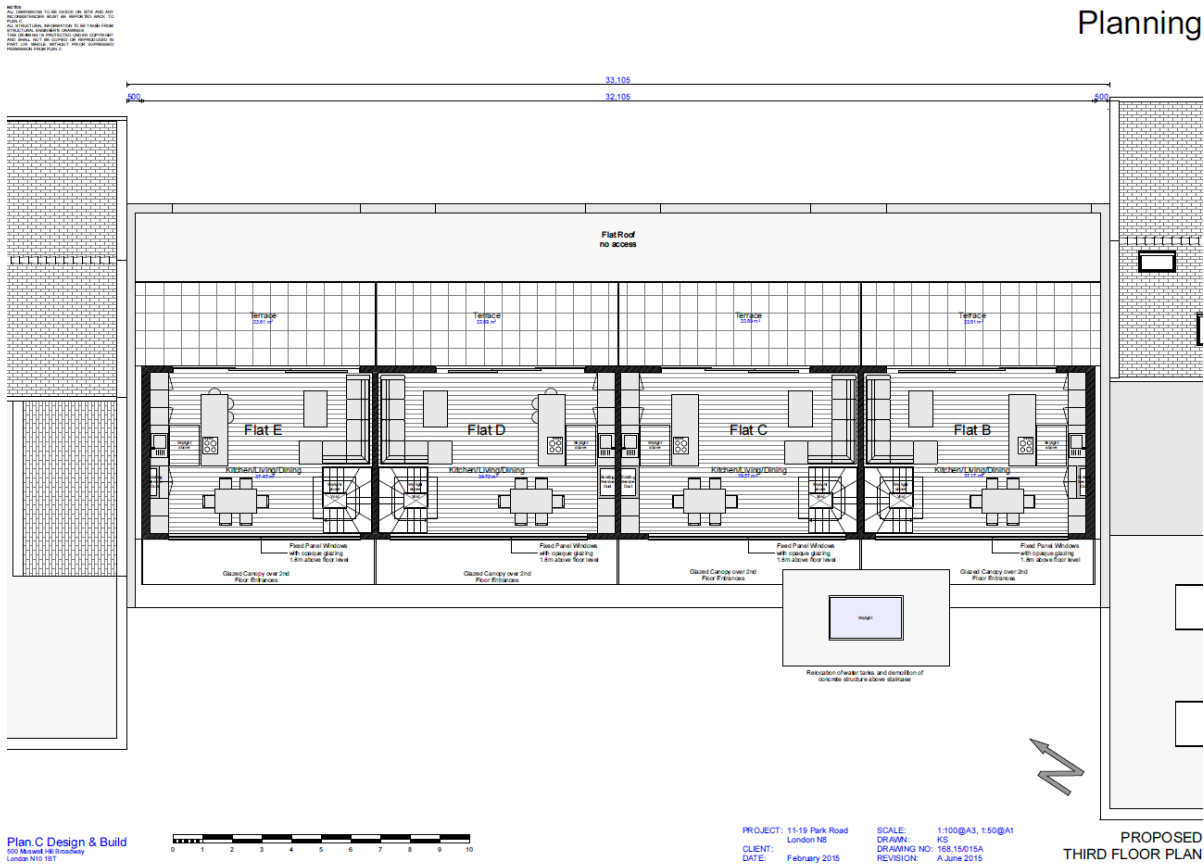


Proposed Site Plan

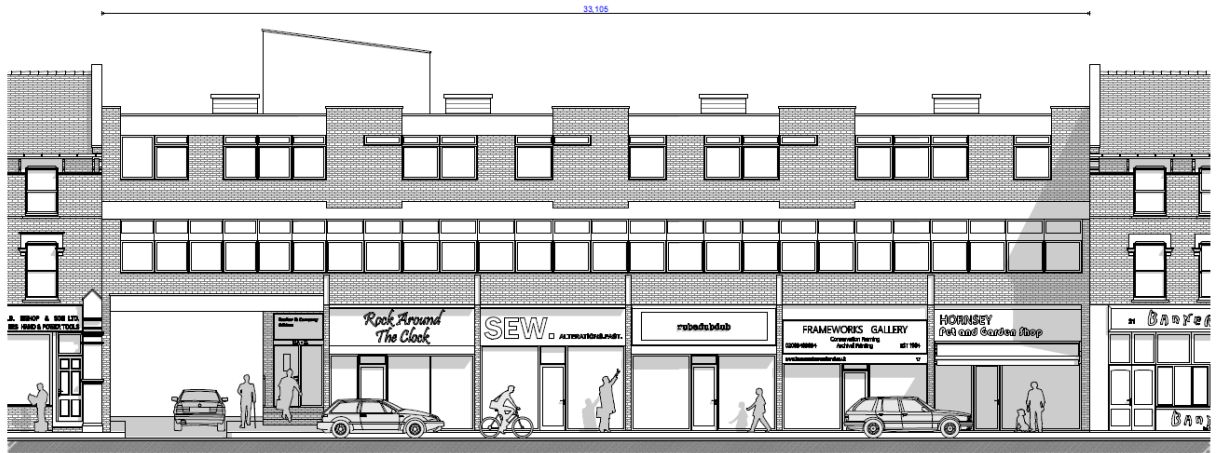


Proposed Third Floor Plan

Planning



Existing Front Elevation



Plan C Design & Build
501 Market Hill Broadway
London N10 1BT

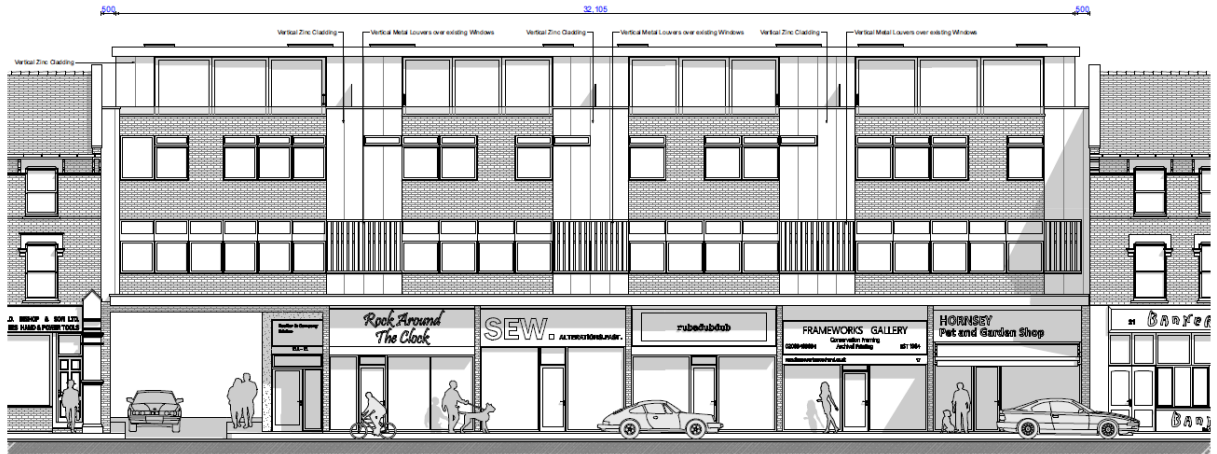


PROJECT: 15-19 Park Road
London N6
CLIENT:
DATE: February 2015

SCALE: 1:100@A3, 1:50@A1
DRAWN: KS
DRAWING NO: 158.15/020A
REVISION: A, June 2015

EXISTING
FRONT ELEVATION

Proposed Front Elevation



Plan C Design & Build
501 Market Hill Broadway
London N10 1BT

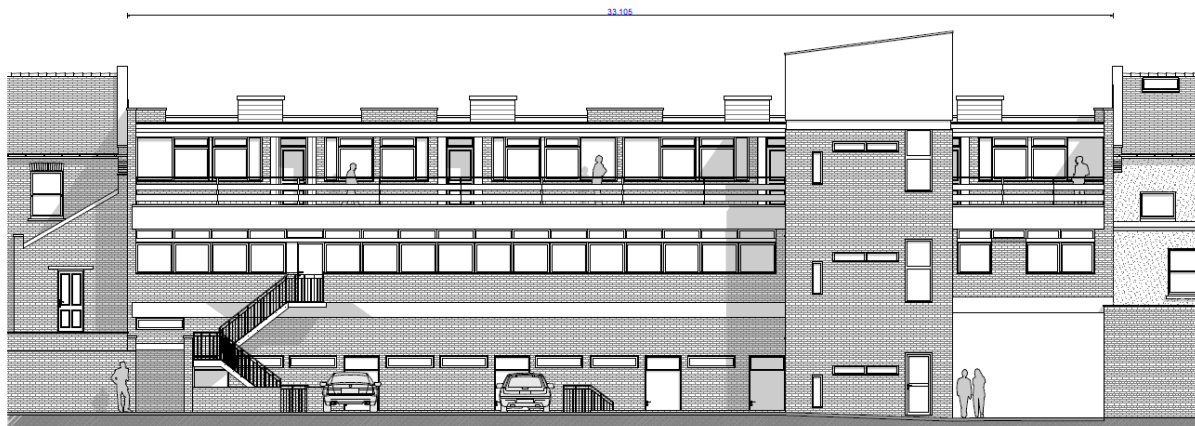


PROJECT: 15-19 Park Road
London N6
CLIENT:
DATE: February 2015

SCALE: 1:100@A3, 1:50@A1
DRAWN: KS
DRAWING NO: 158.15/021A
REVISION: A, June 2015

PROPOSED
FRONT ELEVATION

Existing Rear Elevation



Plan.C Design & Build
355 Market St. Hove, Brighton
London N10 1BT

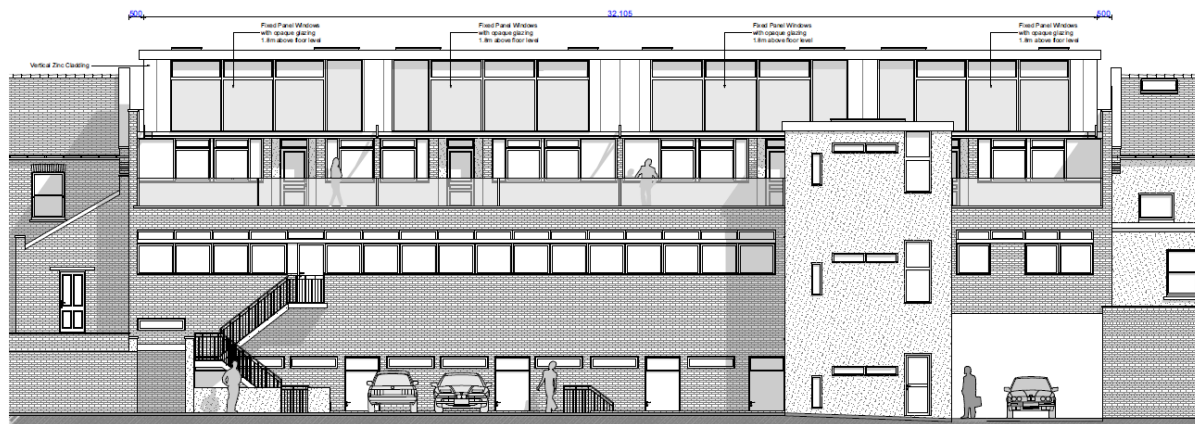


PROJECT: 11-19 Park Road
London N8
CLIENT: February 2015
DATE: February 2015

SCALE: 1:100@A3, 1:50@A1
DRAWN: KS
DRAWING NO: 168.15/022A
REVISION: A, June 2015

EXISTING
REAR ELEVATION

Proposed Rear Elevation



Plan.C Design & Build
355 Market St. Hove, Brighton
London N10 1BT

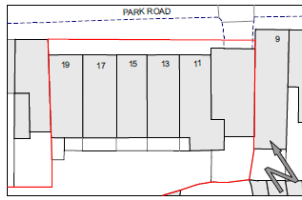


PROJECT: 11-19 Park Road
London N8
CLIENT: February 2015
DATE: February 2015

SCALE: 1:100@A3, 1:50@A1
DRAWN: KS
DRAWING NO: 168.15/022A
REVISION: A, June 2015

PROPOSED
REAR ELEVATION

Proposed Visual



Site Plan
Scale 1:500 @ A3
0m 10m 20m 30m



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Planning Sub Committee 8th February 2016

Item No.

ADDENDUM REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Members will recall that this planning application was deferred at the planning sub-committee meeting on 9th November 2015 as the applicant's sunlight and daylight report was inaccurate in that it did not show all the windows in the flank and rear walls of the neighbouring property at No. 2 Causton Road. As a further consequence of this mistake, the sunlight and daylight impact on this property was also inaccurate.

In order to address Members reason to defer a decision on the planning application, a revised BRE sunlight and daylight report, and an addendum to the revised report was submitted by the Applicant. Following the submission, officers re-consulted all residents, by letter, informing them of the revised details in order to allow residents to submit comments.

A number of responses have been received (detailed under Section 3 of the report below). However, following the Council's re-consultation a number of objections were received that raised further objections unrelated to sunlight and daylight. These additional objections are listed under Section 2 of this report. Therefore, the applicant submitted further material as listed under Section 2.3 of this report in order to address these objections.

1. APPLICATION DETAILS**Reference No.** HGY/2015/2517**Ward:** Highgate**Address:** 191-201 Archway Road, London N6 5BN

Proposal: Erection of building behind retained Archway Road facade and fronting Causton Road to provide 25 residential dwellings (Class C3) at basement, ground, first, second and third floor level, including retention side return wall on Causton Road. Demolition of all existing buildings to the rear. Retention of retail floor space unit at ground floor level (Class A1). Change of use of part ground floor and part basement from retail (Class A1) to Class B1 use. Provision of associated residential amenity space, landscaping and car parking.

Applicant: Archway Apartments Ltd**Ownership:** Private**Case Officer Contact:** Aaron Lau**Site Visit Date:** 08/06/2015**Date received:** 12/05/2015 **Last amended date:** 19/01/2016**Drawing number of plans and documents:**

- 499-0000-GA Rev 1 (Existing Site Location Plan)
- 499-0001-GA Rev 1 (Existing Site Plan)
- 499-0010-GA Rev 1 (Existing Ground Floor Plan)
- 499-0011-GA Rev 1 (Existing First Floor Plan)
- 499-0012-GA Rev 1 (Existing Second Floor Plan)
- 499-0013-GA Rev 1 (Existing Third Floor Plan)
- 499-0020-GA Rev 1 (Existing Basement Floor Plan)
- 499-0030-GA Rev 1 (Existing Section AA)
- 499-0031-GA Rev 1 (Existing Section BB)
- 499-0040-GA Rev 1 (Existing North East Elevation)
- 499-0041-GA Rev 1 (Existing North West Elevation)

- 499-0141-GA Rev 1 (Demolition North West Elevation)
- 499-0142-GA Rev 1 (Demolition South East Elevation)
- 499-0143-GA Rev 1 (Demolition South West Elevation)
- 499-0200-GA Rev 14 (Proposed Ground Floor Plan)
- 499-0201-GA Rev 7 (Proposed First Floor Plan)
- 499-0202-GA Rev 7 (Proposed Second Floor Plan)
- 499-0203-GA Rev 7 (Proposed Third Floor Plan)
- 499-0204-GA Rev 2 (Proposed Roof Plan)
- 499-0210-GA Rev 12 (Proposed Basement Plan)
- 499-0220-GA (Proposed Cycling Provision)
- 499-0300-GA Rev 3 (Proposed Section AA)
- 499-0301-GA Rev 2 (Proposed Section BB)
- 499-0302-GA Rev 3 (Proposed Section CC)
- 499-0303-GA Rev 3 (Proposed Section DD)
- 499-0304-GA Rev 3 (Proposed Section EE)
- 499-0400-GA Rev 3 (Proposed North East Elevation)
- 499-0401-GA Rev 3 (Proposed North West Elevation)
- 499-0402-GA Rev 3 (Proposed South West Elevation)
- 499-0403-GA Rev 3 (Proposed South East Elevation)
- Addendum Daylight/Sunlight Report ref. A2500, dated 18th January 2016
- Arboricultural Impact Assessment Report ref. PSP/191ACR/AIA/01a
- Basement Light & Ventilation Study & Overlooking Study dated November 2015
- Daylight and Sunlight Assessment ref. A2500/DS/001, dated 7th December 2015
- Design and Access Statement dated August 2015
- Draft Delivery and Servicing Plan dated December 2015
- Energy Statement & BREEAM Pre-assessment dated 4th June 2015
- Framework Travel Plan ref. MTP Ref: 15/025
- Heritage Statement dated August 2015
- Noise Assessment ref. A2500/N/002
- Planning Statement dated August 2015
- Transport Statement ref. MTP Ref: 15/025

1.1 This application is being reported back to Planning Sub Committee following its deferral on 9th November 2015.

1.2 **Members are reminded that this is an addendum report and should be read in conjunction with the original 9 November 2015 planning committee report which deals with all of the original material before the Planning Sub-Committee and which still needs to be considered and taken into account in the determination of the application. A copy of the original report is attached under appendix A.**

2. BACKGROUND

2.1 This planning application was deferred by Members at the Planning Sub-Committee meeting on 9th November 2015 as the applicant's sunlight and daylight report was inaccurate in that it did not show all the windows in the flank wall of the neighbouring property at No. 2 Causton Road. As a further consequence of this mistake, the sunlight and daylight impact on this property was also inaccurate.

2.2 Following the deferral and in order to provide clarity following the daylight/sunlight concerns raised, the applicant has submitted the following additional material:

- a revised assessment of the impact regarding sunlight and daylight on No. 2 Causton Road ;
- addendum to the daylight and sunlight report to include all windows in the front, elevation of 2 Causton Road;

2.3 Following the Council's re-consultation a number of objections were received that raised further objections unrelated to sunlight and daylight. Therefore, the applicant submitted further material below in order to address these objections.

- revised floor plans;
- draft delivery and servicing plan
- basement light & ventilation study; and
- overlooking study

3. LOCAL REPRESENTATIONS

3.1 Local residents and amenity groups were re-consulted on 14th December 2016 in relation to the revised sunlight and daylight report.

3.2 The number of representations received from neighbours, (in addition to those already received in relation to the original scheme), local groups etc in response to the re-consultation on the scheme and in addition to the original consultation responses are as follows:

No of individual responses: 13

Objecting: 13

Supporting: 0

Petition against the proposed development containing 6 signatures

3.3 The following local groups/societies made representations:

- The Highgate Society; and
- Cromwell Area Resident's Association (CARA)

3.4 The following MP made representations:

- Catherine West MP

3.5 Following the re-consultation with local residents, further objections were received against the proposed development which are unrelated to the sunlight and daylight issue. These additional objections (which are addressed in the following section of the report) are as follows:

- Increased parking pressures on the surrounding roads (**officer comment:** This is covered and addressed in Section 6.8 of the attached original planning committee report. A contribution has also been sought towards the feasibility, design and consultation relating to review of the existing CPZ);
- Highway safety during servicing of the commercial unit (**officer comment:** Please refer to Section 4.3 of this addendum report);

- Commercial waste (**officer comment:** Please refer to Paragraph 4.3.8 of this addendum report);
- Design and impact on the conservation area (**officer comment:** This is covered in Section 6.4 of the attached original planning committee report);
- Principle of additional supermarket (**officer comment:** This is covered in Paragraph 6.2.15 of the attached original planning committee report);
- Loss of existing workshops and businesses (**officer comment:** This is covered in Paragraphs 6.2.3 to 6.2.8 of the attached original planning committee report);
- Density and overdevelopment (**officer comment:** This is covered in Paragraph 6.3.6 of the attached original planning committee report);
- Loss of sunlight (**officer comment:** Please refer to Paragraph 4.1 of this addendum report);
- Overlooking (**officer comment:** Please refer to Paragraphs 4.1.10 to 4.1.11 of this addendum report);
- Noise and disturbance from the supermarket operations (**officer comment:** Please refer to Paragraphs 4.1.12 to 4.1.13 of this addendum report);
- Quality of residential accommodation (**officer comment:** Please refer to Paragraphs 4.2.4 to 4.2.7 of this addendum report);
- Quality of B1 workspace accommodation (**officer comment:** Please refer to Paragraphs 4.2.1 to 4.2.3 of this addendum report);
- Failure to meet BREEAM (**officer comment:** Condition 15 as set out in the attached original planning committee report requires a BREEAM certification prior to the occupation of the non-residential accommodation).
- Use of Causton Road and Cholmeley Park for delivery routing (**officer comment:** Deliveries will be taken from Archway Road as per the revised delivery and servicing strategy referred to in this addendum report. Condition 20 of the attached original committee report requires full details of the DSP).
- Basement Impact Assessment (**officer comment:** There is no BIA requirement for this proposal, and the existing basement floor will form part of the new development);
- Flood risk (**officer comment:** This is covered in Section 6.12 of the attached original planning committee report)
- 'Green lease' in the tenancy agreement for the new B1 workspace (**officer comment:** There is no obligatory requirement for this to be included in the legal agreement. The BREEAM condition requires this non-residential aspect of the proposal to achieve a minimum 'Very Good' rating)
- A CIL payment to compensate for the loss of 44% employment space and a 35% reduction in the number of potential employees (**officer comment:** The approved CIL charging schedule for Haringey is fixed and non-negotiable. The new development provides a net increase in employment opportunities as set out in Paragraph 6.2.8 of the original planning committee report)

3.6 The following issues raised are not material planning considerations:

- Structural impact on adjacent buildings
- Ventilation requirements to meet Building Regulations

4.0 CONSULTATION RESPONSE

The following responses were received to the reconsultation:

Internal:

- 1) LBH Transportation: No objection subject to a S106 agreement securing a car-free development including a financial contribution of £8,000 CPZ contribution, £1,000 towards the amendment of the Traffic Management Order, 2 years free membership to a local Car Club and £50 free credit, £3,291 towards commercial cycle parking and conditions covering construction management plan, S278 highway works, delivery and servicing plan, parking and cycling.

External:

- 2) Thames Water: No objection subject to a drainage strategy condition and an informative.
- 3) London Underground: No objection subject to a design and method condition.
- 4) Environment Agency: No comments.
- 5) Transport for London (TfL): No objection in principle to the proposed method of delivery and servicing outside the parking restrictions. However TfL has concerns with the delivery of cages to be pushed on the footpath which will impede pedestrian safe movement from the unloading point (on single Red Line) to the shop. (Officer comments: A full delivery and servicing plan as required by Condition 20 will ensure trolleys will not be parked or remain stationary on the highway)

4.0 RESPONSE TO ADDITIONAL INFORMATION AND RECONSULTATION

In order to provide clarification for Members, this addendum report assesses the revised (including an addendum) BRE sunlight and daylight report. This addendum report also assesses additional objections raised by residents following the reconsultation.

Paragraphs 4.1 to 4.1.8 deal directly with sunlight and daylight, which was the reason for deferring the planning application:

4.1 Loss of daylight/sunlight:

4.1.1 The application was originally reported to Planning Sub Committee on 9th November 2015. A local resident objecting to the scheme pointed out that the applicants original BRE daylight/sunlight report failed to show all the existing windows in the flank elevation of the adjacent property - No. 2 Causton Road. These windows serve self-contained units within No. 2 Causton Road.

4.1.2 In response to this mistake in the original BRE sunlight and daylight report submitted, the applicant's BRE consultant has since carried out an inspection of the adjacent site – No. 2 Causton Road and has identified all windows in the side and rear elevations of No. 2 Causton Road. A revised BRE daylight/sunlight report has been submitted to include all the windows of No. 2 Causton Road with a revised

sunlight and daylight impact assessment. All residents consulted on the original scheme were again consulted on this BRE sunlight and daylight report.

- 4.1.3 Following the submission of, and consultation on the amended sunlight and daylight report, residents raised further concerns as the revised sunlight and daylight report did not take in to account the impact of the development on any windows to the front of the property at No. 2 Causton Road. Therefore, officers requested that these windows also be taken into account as part of the BRE sunlight and daylight report. The applicant subsequently submitted an addendum to the revised BRE sunlight and daylight report covering and assessing the potential impact the proposed development would have on the sunlight and daylight of the front windows. Officers have reviewed and assessed the additional material (the revised BRE sunlight and daylight report and the addendum to the revised sunlight and daylight report) and are satisfied that all the existing front, side and rear windows at 2 Causton Road have been assessed by the applicant. This assessment is summarised below. A copy of the amended daylight/sunlight analysis is set out in Appendix C of this report.
- 4.1.4 Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH). The BRE guidelines suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March. Only the existing habitable rooms of the neighbouring buildings are considered for the purposes of the BRE calculation.
- 4.1.5 It is important to note that there is no statutory requirement for the front windows at 2 Causton Road to be assessed within the BRE report. This is because the existing ground floor side bricked boundary wall will be retained, and secondly, the corner point of the first, second and third floor parts of the new development on Causton Road will be within the BRE 45 degree sunlight recommendation when taken from the centre of the nearest habitable room windows on each floor respectively. Nonetheless, the daylight/sunlight analysis of these front windows has been considered by the applicant in its addendum daylight/sunlight report. As expected, the report demonstrates that the new development would not cause any significant adverse sunlight/daylight impacts upon the front windows at 2 Causton Road. None of the windows would be reduced by a ratio of 0.8 or lower, and all will remain significantly above the recommended VSC of 27% and 25% of sunlight hours annually and 5% of winter hours. The proposal, thereby would not give rise to any detrimental daylight/sunlight impacts to the front windows at 2 Causton Road.
- 4.1.6 Turning to the impact to the side and rear windows at 2 Causton Road, the existing VSC of all the windows of the self-contained units would not be reduced by a ratio of 0.8 or lower. BRE guidelines require a sunlight assessment if the proposed development affects a window that faces within 90 degrees of due south. The potentially affected side and rear windows at 2 Causton Road do not face within 90 degrees of due south and therefore these windows have not been included as part of the sunlight assessment.
- 4.1.7 The impact on amenity on the adjacent properties at No. 189 Archway Road and 203 Archway Road is not considered in this addendum report as they have been assessed in the original planning committee report (Paragraphs 6.6.7 and 6.6.8 refer).

- 4.1.8 In conclusion, the revised sunlight and daylight report, including the addendum to the sunlight and daylight report is considered to satisfactorily demonstrate that the level of daylight and sunlight conditions currently enjoyed by the front, side and rear windows at 2 Causton Road would not be materially affected by the proposed development and would be fully compliant with the BRE recommended daylight and sunlight standards. The proposal is therefore acceptable in this regard.

Assessment of further objections raised by residents following re-consultation

Sections 4.2 to 4.6 deal with additional objections received following the re-consultation:

4.2 Loss of privacy:

- 4.2.1 The walkway and principal south-western rear wall and habitable room windows of the new development will be sited some 19m and 20.5m respectively away from the north-eastern and side elevation at no. 2 Causton Road. These separation distances are acceptable in its urban context, and would not result in any significant degree of overlooking between the new units on the application site and the neighbouring property at 2 Causton Road.

- 4.2.2 Concerns have been raised by the potential overlooking effects from the external private first floor balconies of units 5 and 6 on Causton Road. The applicant conceded that these balconies as shown in the original plans were incorrectly drawn as they are interpreted to be external balconies. The plans have been duly amended so that they do not project out beyond the principal Causton Road elevation (internal balconies) in order to avoid any loss of privacy to occupants residing in the self-contained units at No. 2 Causton Road. Based on the above evaluation, Officers are satisfied that the proposed development would not create any significant levels of overlooking or loss of privacy to surrounding residents.

4.3 Noise and disturbance

- 4.3.1 Local residents have complained that the use of trolleys to transport the merchandise from the loading point on Archway Road to the commercial unit would lead to noise issues.

- 4.3.2 The draft delivery and servicing plan (DSP) as detailed later in this report confirms that no deliveries will take place between 7 am and 7pm. The A1 operator is committed to review and monitor the deliveries and is prepared to resolve any problems should they arise. Given these assurances and the delivery window proposed, Officers are convinced that the servicing of the A1 commercial unit would not give rise to any significant noise impact to adjacent residential units.

4.4 Quality of accommodation for future occupants of B1 workspace

- 4.4.1 The applicant has submitted a supplementary basement light and ventilation study to address concerns over the quality of basement accommodation allocated to the B1 affordable workspace. The B1 basement floor has been deliberately designed in a manner so it is flexible, functional and open plan. This basement floor can also be partitioned into 3 separate B1 workspace areas to meet the needs of the end users.

The introduction of high level windows located at the rear of the basement and 2 large double height entrance spaces coupled with the use of the existing pavement lights would further provide individual access to natural light and ventilation for the entire basement floor.

4.4.2 The applicant has identified the installation of air conditioning units adjacent to the car parking entrance as means to provide mechanical ventilation to the basement accommodation. Its location has been chosen so as to avoid any noise problems to neighbouring residential properties. An additional condition requiring details of the air conditioning unit will be attached to the decision. Officers are of the view that the basement accommodation is fit for purpose and provides acceptable workspace conditions for future B1 users.

4.4.3 It should be noted that following a request, Councillor Morris and a representative from The Highgate Society inspected a basement workspace premises owned by the applicant located outside the Borough in order to understand the quality of the proposed basement accommodation offered under this application.

4.5 Quality of accommodation for new residential dwellings

4.5.1 Following re-consultation, local residents objected to what is said to be the sub-standard residential accommodation in particular the 4 basement duplex units on Causton Road. To that end, a separate daylight/sunlight assessment (Average Daylight Factor and Annual Probably Sunlight Hours) has been undertaken by the applicant for the whole residential development. According to the internal daylight/sunlight assessment, 11 windows of Units 1, 2, 4, 8, 9, 10 and 16 do not meet either the annual, winter or both of the APSH recommended values. This means, 93% of the total windows assessed will receive an acceptable level of sunlight. However, it should be noted that the affected lower ground floor windows will be obstructed by the retained facade wall and the west-facing windows have sunlight compromised by the proposed building and this is a product of the constraints of the site.

4.5.2 In terms of providing an acceptable level of daylight levels in line with the Average Daylight Factor (ADF) requirements, the updated report identifies 11 rooms which do not meet the minimum ADF levels. Of the 11 rooms identified: 5 rooms fail by 0.1% and this is not considered to be significant; and the remaining 6 rooms fail marginally between 0.2% and 0.6% and the use of electric lighting may be required. Similarly, only 1 out of the total number of 16 rooms provided within the Causton Road duplexes would be marginally lower than the recommended ADF minima. In short, 87% of the rooms within the proposed development would meet the ADF guidance levels.

4.5.3 It is the opinion of Officers that the percentage of windows (93%) and rooms (87%) receiving sunlight and daylight is acceptable given the constraints of the site, and on balance, the proposed residential development would benefit from satisfactory levels of daylight and sunlight to a majority of the individual of self-contained units and the development on the site generally.

4.5.4 There is a BRE sunlight and daylight requirement for at least 50% of the communal amenity space provided for the individual units to receive more than 2 hours of sunlight on 21st March especially when it is most likely to be used from mid morning to early evening. In this instance, the communal amenity space proposed would

meet the BRE guidance recommendations and is therefore acceptable in this regard.

4.6 Parking and highway safety

- 4.6.1 The original planning application proposed servicing and deliveries of the new A1 commercial unit on Causton Road as per the current arrangement for the A1 Richardsons furniture store. Residents objected to this as they felt that the delivery vehicles would have a negative impact on highway safety. The applicant has therefore decided to revise the servicing and delivery strategy so that it now takes place on Archway Road instead.
- 4.6.2 The car parking proposed, and its impact upon the surrounding highway network, was assessed in the original planning committee report. This is set out under Section 6.8 of the attached original officer's report.
- 4.6.3 Officers have reviewed the proposal following the latest consultation responses. To implement the car capped development, Haringey Council will be required to review the existing CPZ to ensure adequate operational hours can be provided to restrain the ability of future residents of the proposed development to park within the surrounding highway network. Any changes to the existing CPZ operational hours will be subject to local consultation in order to ensure that the proposal will not exacerbate the existing parking conditions. To facilitate the review, a financial contribution will be secured in the S106 agreement.
- 4.6.4 A delivery and servicing plan (DSP) is not required under the current planning application as such details are normally required by condition for any planning consent. In the interest of the application and in response to consultation, the applicant has submitted a draft DSP for the Council and the public to consider. It is important to note that full details of DSP are still required in line with Condition 20 of the original committee report. This information will be sought prior to the occupation of the new development.
- 4.6.5 It is understood that Co-op will be occupying the new and refurbished ground floor commercial A1 unit on the site, and the draft DSP has been prepared to their operational and servicing requirements. Following objections to the use of Causton Road for deliveries, the servicing of the ground floor commercial unit has been re-located from Causton Road to Archway Road. Archway Road is a TfL red route and bus lane subject to parking controls between 07:00 to 19:00 Monday to Saturday. The application therefore proposes deliveries to take place outside these hours. The deliveries will be undertaken immediately south of Causton Road and on a section of single red line on Archway Road.
- 4.6.6 The deliveries will comprise 10m rigid lorries (ambient goods (3 times per week), fresh/frozen (6 times per week), milk and bread (6 to 7 times per week)) and small (2.4m) and large (3.2m) transit vans for daily newspapers, magazines and sandwiches. The deliveries will be reviewed and monitored by regional and distribution management to resolve any problems should they arise. No data on the number of servicing and delivery trips has been provided for the existing A1 use. Notwithstanding this omission, it is unlikely that the net servicing and delivery trip generation of the proposal would be significantly greater than the existing use. All servicing and delivery trips will occur outside of the peak traffic periods (07:00 to 19:00 Monday to Saturday), and therefore the new A1 unit forming part of the

overall development will not cause any undue traffic impacts upon the surrounding roads.

- 4.6.7 Officers take the view that the servicing and delivery strategy on Archway Road overcomes any highway impact caused by delivery vehicles using Causton Road. In addition, the existing traffic management order (TMO) in the form of the controlled parking bays on Causton Road is not required to be amended under the new arrangement.
- 4.6.8 Officers are also of the opinion that the servicing of the commercial unit on Archway Road outside the red route hours is acceptable in principle as it would not cause any obstruction or have an adverse impact on the surrounding highway network.
- 4.6.9 In terms of refuse, although not shown on the plans submitted, the refuse storage area associated with the commercial unit will be contained within the curtilage of the A1 planning unit. All refuse and recycling will be loaded onto the group delivery vehicles and transported to central locations for sorting, recycling and disposal. It should be noted that Haringey Waste Team raised no objection to the original planning application. This arrangement is considered acceptable by Officers as the bin location would be within the 25m carry distance for waste collectors, and it would not result in bins being stored on the public highway interfering with the safe and free flow of pedestrians using this section of Causton Road and Archway Road.

4.7 Section 106

- 4.7.1 Following a further review of the proposal, a CPZ contribution of £8,000 as requested by Haringey's Transportation Team has been sought in agreement with the applicant. This sum is in addition to the heads of terms set out in the original planning committee report. The final head of terms for this proposal are as follows:
- i. £255,000 towards affordable housing.
 - ii. £1,000 towards the amendment of the TMO to secure the 'car free' development, and two years free membership to a local Car Club and £50 free credit per unit.
 - iii. £8,000 for towards the feasibility, design and consultation relating to review of the existing controlled parking zone in the area surrounding the site.
 - iv. £3,291 towards short-stay cycle parking on the adjoining public realm.
 - v. £22,410 to the Council's carbon offsetting fund.
 - vi. Affordable B1 workspace – capping rents.
 - vii. Participation in the Council's employment initiatives during construction phase.
 - viii. Considerate constructors' scheme.

5.0 CONCLUSIONS

- 5.1.1 The revised sunlight and daylight report, including the addendum to the sunlight and daylight report is considered to satisfactorily demonstrate that the level of daylight and sunlight conditions currently enjoyed by the front, side and rear windows at 2 Causton Road would not be materially affected by the proposed development and would be fully compliant with the BRE recommended daylight and sunlight standards.
- 5.1.2 Based on the supplementary information submitted, the proposed development would not create any significant levels of overlooking or loss of privacy to

surrounding residents, and the servicing of A1 commercial unit would not give rise to any significant loss of noise impact to adjacent residential units.

- 5.1.3 The basement accommodation is fit for purpose and provides acceptable workspace conditions for future B1 users. Furthermore, the proposed residential accommodation on balance would benefit from satisfactory levels of daylight and sunlight to a majority of the individual of self-contained units and the development on the site generally.
- 5.1.4 The servicing of the commercial unit on Archway Road outside the red route hours is acceptable in principle as it would not cause any obstruction or have an adverse impact on the surrounding highway network.
- 5.1.5 The proposed development would provide residential dwellings and additional family-sized housing generally whilst contributing to the Borough's housing targets as set out in Haringey's Local Plan and the London Plan.
- 5.1.6 The loss of the existing low quality workshop units is acceptable as they will be replaced by higher quality employment generating provision in the form of flexible and affordable B1 workspace.
- 5.1.7 The proposed density of 78 units per hectare and 238 habitable rooms per hectare is of an acceptable density for the site as it falls within the appropriate density range as set out in the London Plan for this part of the Borough.
- 5.1.8 The proposals involve extensions to the rear and side of Causton Road. Although the proposals will cause some visual harm to the character the conservation area the harm is considered to be less than substantial. This harm has been given considerable weight by officers but it is outweighed by the significant heritage benefits of the scheme as a whole.
- 5.1.9 The development makes provision for wheelchair accessible units and has been designed to meet Lifetime Homes standards, and provides an acceptable level of living accommodation and amenity space for future occupiers of the new development.
- 5.1.10 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement which secures the planning obligations identified in paragraph 4.7.1 (i) to (viii) inclusive above.

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

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

- 499-0000-GA Rev 1 (Existing Site Location Plan)
- 499-0001-GA Rev 1 (Existing Site Plan)
- 499-0010-GA Rev 1 (Existing Ground Floor Plan)
- 499-0011-GA Rev 1 (Existing First Floor Plan)
- 499-0012-GA Rev 1 (Existing Second Floor Plan)
- 499-0013-GA Rev 1 (Existing Third Floor Plan)
- 499-0020-GA Rev 1 (Existing Basement Floor Plan)
- 499-0030-GA Rev 1 (Existing Section AA)
- 499-0031-GA Rev 1 (Existing Section BB)
- 499-0040-GA Rev 1 (Existing North East Elevation)
- 499-0041-GA Rev 1 (Existing North West Elevation)
- 499-0042-GA Rev 1 (Existing South East Elevation)
- 499-0043-GA Rev 1 (Existing South West Elevation)
- 499-0100-GA Rev 1 (Proposed Site Location Plan)
- 499-0110-GA Rev 1 (Demolition Ground Floor Plan)
- 499-0111-GA Rev 1 (Demolition First Floor Plan)
- 499-0112-GA Rev 1 (Demolition Second Floor Plan)
- 499-0113-GA Rev 1 (Demolition Third Floor Plan)
- 499-0120-GA Rev 1 (Demolition Basement Floor Plan)
- 499-0130-GA Rev 1 (Demolition Section AA)
- 499-0131-GA Rev 1 (Demolition Section BB)
- 499-0140-GA Rev 1 (Demolition North East Elevation)
- 499-0141-GA Rev 1 (Demolition North West Elevation)
- 499-0142-GA Rev 1 (Demolition South East Elevation)
- 499-0143-GA Rev 1 (Demolition South West Elevation)
- 499-0200-GA Rev 14 (Proposed Ground Floor Plan)
- 499-0201-GA Rev 7 (Proposed First Floor Plan)
- 499-0202-GA Rev 7 (Proposed Second Floor Plan)
- 499-0203-GA Rev 7 (Proposed Third Floor Plan)
- 499-0204-GA Rev 2 (Proposed Roof Plan)
- 499-0210-GA Rev 12 (Proposed Basement Plan)
- 499-0220-GA (Proposed Cycling Provision)
- 499-0300-GA Rev 3 (Proposed Section AA)
- 499-0301-GA Rev 2 (Proposed Section BB)
- 499-0302-GA Rev 3 (Proposed Section CC)
- 499-0303-GA Rev 3 (Proposed Section DD)
- 499-0304-GA Rev 3 (Proposed Section EE)
- 499-0400-GA Rev 3 (Proposed North East Elevation)
- 499-0401-GA Rev 3 (Proposed North West Elevation)
- 499-0402-GA Rev 3 (Proposed South West Elevation)
- 499-0403-GA Rev 3 (Proposed South East Elevation)
- Addendum Daylight/Sunlight Report ref. A2500, dated 18th January 2016
- Arboricultural Impact Assessment Report ref. PSP/191ACR/AIA/01a
- Basement Light & Ventilation Study & Overlooking Study dated November 2015

- Daylight and Sunlight Assessment ref. A2500/DS/001, dated 7th December 2015
- Design and Access Statement dated August 2015
- Draft Delivery and Servicing Plan dated December 2015
- Energy Statement & BREEAM Pre-assessment dated 4th June 2015
- Framework Travel Plan ref. MTP Ref: 15/025
- Heritage Statement dated August 2015
- Noise Assessment ref. A2500/N/002
- Planning Statement dated August 2015
- Transport Statement ref. MTP Ref: 15/025

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

3. Notwithstanding the description of the materials in the application, no development (with the exception of demolition) shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the conservation area.

4. No development of the shopfront hereby approved shall commence until details of the new shop front, signage and illumination have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the conservation area.

5. No development (with the exception of demolition) hereby approved shall commence until full details of both hard and soft landscape works, have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme).

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

6. The A1 use forming part of the development hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

7. The B1 use forming part of the development hereby permitted shall not be operated before 07:00 hours or after 21:00 hours Monday to Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

8. Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water must be submitted to, and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.

Reason: To ensure that the development achieves a high level of sustainability

9. No development hereby approved shall commence until details of the community heat boilers have been submitted to, and approved in writing by the Local Planning Authority. Evidence shall demonstrate the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band A.

Reason: To ensure that the development achieves a high level of sustainability

10. No development hereby approved shall commence until details of a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, have been submitted to, and approved in writing by the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To ensure that the development achieves a high level of sustainability

11. No development (with the exception of demolition) hereby approved shall commence until a Contractor Company is registered with the Considerate Constructors' Scheme. Proof of registration must be submitted to the Local Planning Authority.

Reason: To safeguard local amenity.

12. No development hereby approved shall commence until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at

<http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality.

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

Reason: To protect local air quality.

14. No development hereby approved in relation to the below elements shall commence until operational details of the heat network (pressures and temperatures) have been submitted to, and approved in writing by, the Local Planning Authority. The location of the energy centre shall ensure that there is space for future heat exchangers should the network not be delivered at this time. An identified route from the energy centre to the public highway shall be reserved for connectivity to the area wide network at a later date.

Reason: To ensure that the development achieves a high level of sustainability

15. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development. Proof of final Certificate must be submitted to the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability

16. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

17. No development (with the exception of demolition) hereby permitted shall commence until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:

- provide details on all structures

- accommodate the location of the existing London Underground structures and tunnels
- Accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure,

18. a) No development hereby approved other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved in writing by the Local Planning Authority and a report on that evaluation has been submitted to the Local Planning Authority.

b) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

c) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (b).

d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

19. No development hereby approved shall commence until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) have been submitted to, and approved in writing by, the Local Planning Authority. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Archway Road and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.

20. Prior to the first occupation of the development, a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing by, the Local Planning Authority. The DSP must be in place prior to operation of the development and to be modified in line with negotiated targets from time to time.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.

21. No development hereby approved shall be occupied until the owner has entered into agreement with the Highway Authority (LB Haringey Council with respect to Causton Road and Transport for London with respect to Archway Road) under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in LBH Haringey Estimate or Payment.

Reason: In the interest of highway safety and to protect the visual amenity of the locality.

22. Prior to the first occupation of the development the internal lockable space shall be made available within the building for the secure residential parking of 44 bicycles, as shown on the approved plans.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

23. No development hereby approved shall be occupied until commercial cycle parking details has been submitted to, and approved in writing by the Local Planning Authority. Details of the parking shall be consistent with the recommendations of the London Plan, and to be made available for staff of the commercial uses. The commercial units hereby approved shall not be occupied until the cycle parking has been implemented and shall be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

24. Prior to the first occupation of the residential units hereby approved, the car parking accommodation as shown on the approved plans shall be provided, and shall be retained in perpetuity for the accommodation of vehicles associated with the occupation of these residential units.

Reason: In the interests of orderly and satisfactory parking provisions being made on the site to ensure that the proposed development does not prejudice the free flow of traffic or public safety along the adjoining highway

25. Prior to the first occupation of the non-residential units forming part of the development hereby approved, details of the proposed air conditioning units and enclosure, including technical specification, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To protect local air quality.

Informatives:

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the Mayor's CIL charge will be £25,585 (731 x £35) and the Haringey CIL charge will be £193,715 (731 x £265). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

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

INFORMATIVE: New shop front and signage should reflect the architectural detailing and character of the building and this should be applicable for future occupiers as well as owners of the units.

Signage should be customised including the adaptation of the corporate branding and lettering to be sensitive to the building and its context.

INFORMATIVE: Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

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

INFORMATIVE: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

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

Thames Water require a site drainage strategy that specifies current and proposed foul and surface water peak discharge rates and points of connection into the public sewer system. Thames Water expect a reduction in surface water peak flow rates in accordance with the London Plan from current discharge levels. Thames Water note that this site has reported a single surface water flooding incident in 1995 and would therefore expect the drainage strategy to include features that will reduce the risk of site flooding.

INFORMATIVE: The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

INFORMATIVE: Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent,

quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

INFORMATIVE: Adequate storage and collection arrangements for domestic waste and recycling should be in place to service proposed multiple dwellings and proposed business units.

Location of the proposed bin chambers should be easily accessed by waste collection crew and be within a suitable distance in accordance with Council advised above.

Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

Waste must be properly contained to avoid spillage, side waste and wind blown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.

INFORMATIVE: The Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is the Authority's policy to regularly advise their elected Members about how many cases there have been where they have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to their Members are public documents which are available on their website.

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

Planning Sub Committee 9th November 2015

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2015/2517

Ward: Highgate

Address: 191-201 Archway Road, London N6 5BN

Proposal: Erection of building behind retained Archway Road facade and fronting Causton Road to provide 25 residential dwellings (Class C3) at basement, ground, first, second and third floor level, including retention side return wall on Causton Road. Demolition of all existing buildings to the rear. Retention of retail floor space unit at ground floor level (Class A1). Change of use of part ground floor and part basement from retail (Class A1) to Class B1 use. Provision of associated residential amenity space, landscaping and car parking.

Applicant: Archway Apartments Ltd

Ownership: Private

Case Officer Contact: Aaron Lau

Site Visit Date: 08/06/2015

Date received: 12/05/2015 **Last amended date:** 21/10/2015

Drawing number of plans and documents:

- 499-0000-GA Rev 1 (Existing Site Location Plan)
- 499-0001-GA Rev 1 (Existing Site Plan)
- 499-0010-GA Rev 1 (Existing Ground Floor Plan)
- 499-0011-GA Rev 1 (Existing First Floor Plan)
- 499-0012-GA Rev 1 (Existing Second Floor Plan)
- 499-0013-GA Rev 1 (Existing Third Floor Plan)
- 499-0020-GA Rev 1 (Existing Basement Floor Plan)
- 499-0030-GA Rev 1 (Existing Section AA)
- 499-0031-GA Rev 1 (Existing Section BB)
- 499-0040-GA Rev 1 (Existing North East Elevation)
- 499-0041-GA Rev 1 (Existing North West Elevation)
- 499-0042-GA Rev 1 (Existing South East Elevation)
- 499-0043-GA Rev 1 (Existing South West Elevation)

- 499-0100-GA Rev 1 (Proposed Site Location Plan)
- 499-0110-GA Rev 1 (Demolition Ground Floor Plan)
- 499-0111-GA Rev 1 (Demolition First Floor Plan)
- 499-0112-GA Rev 1 (Demolition Second Floor Plan)
- 499-0113-GA Rev 1 (Demolition Third Floor Plan)
- 499-0120-GA Rev 1 (Demolition Basement Floor Plan)
- 499-0130-GA Rev 1 (Demolition Section AA)
- 499-0131-GA Rev 1 (Demolition Section BB)
- 499-0140-GA Rev 1 (Demolition North East Elevation)
- 499-0141-GA Rev 1 (Demolition North West Elevation)
- 499-0142-GA Rev 1 (Demolition South East Elevation)
- 499-0143-GA Rev 1 (Demolition South West Elevation)
- 499-0200-GA Rev 13 (Proposed Ground Floor Plan)
- 499-0201-GA Rev 7 (Proposed First Floor Plan)
- 499-0202-GA Rev 7 (Proposed Second Floor Plan)
- 499-0203-GA Rev 7 (Proposed Third Floor Plan)
- 499-0204-GA Rev 2 (Proposed Roof Plan)
- 499-0210-GA Rev 12 (Proposed Basement Plan)
- 499-0220-GA (Proposed Cycling Provision)
- 499-0300-GA Rev 2 (Proposed Section AA)
- 499-0301-GA Rev 2 (Proposed Section BB)
- 499-0302-GA Rev 2 (Proposed Section CC)
- 499-0303-GA Rev 2 (Proposed Section DD)
- 499-0304-GA Rev 2 (Proposed Section EE)
- 499-0400-GA Rev 3 (Proposed North East Elevation)
- 499-0401-GA Rev 3 (Proposed North West Elevation)
- 499-0402-GA Rev 3 (Proposed South West Elevation)
- 499-0403-GA Rev 3 (Proposed South East Elevation)
- Arboricultural Impact Assessment Report ref. PSP/191ACR/AIA/01a
- Daylight and Sunlight Assessment ref. A2500/DS/001
- Design and Access Statement dated August 2015
- Energy Statement & BREEAM Pre-assessment dated 4th June 2015
- Framework Travel Plan ref. MTP Ref: 15/025
- Heritage Statement dated August 2015
- Noise Assessment ref. A2500/N/002
- Planning Statement dated August 2015
- Transport Statement ref. MTP Ref: 15/025

- 1.1 This application is being reported to Planning Committee as it is a major planning application and is required to be reported to committee under the current delegation.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- This planning application is for the redevelopment of the site at Nos. 191 to 201 Archway Road including the retention of existing facade fronting Archway Road and side return wall on Causton Road. Planning permission is also sought for the demolition of all existing B1/D1/D2 buildings to the rear.
- The proposal will seek to retain the retail floor space unit at ground floor level (Class A1), to change of use of part ground floor and part basement from retail (Class A1) to Class B1 use.
- 25 new residential dwellings will be created consisting of 6 x 1 bedroom units, 12 x 2 bedroom units and 7 x 3 bedroom units on the basement, first, second and third floors along with 7 parking spaces of which 3 will be disabled bays and associated landscaping.
- The proposed development is considered acceptable in principle in this instance as it would provide residential dwellings and additional family-sized housing generally whilst contributing to the Borough's housing targets as set out in Haringey's Local Plan and the London Plan.
- The loss of the existing low quality workshop units is acceptable as they will be replaced by higher quality employment generating provision in the form of flexible and affordable B1 workspace.
- The proposed density of 78 units per hectare and 238 habitable rooms per hectare is of an acceptable density for the site as it falls within the appropriate density range as set out in the London Plan for this part of the Borough.
- The proposed development would not cause any material loss of amenity of that currently enjoyed by existing and surrounding occupiers and residents of Causton Road and Archway Road in terms of outlook, enclosure, and loss of daylight/sunlight, overshadowing, loss of privacy or overlooking.
- The proposals involve extensions to the rear and side of Causton Road. Although the proposals will cause some visual harm to the character and appearance of the conservation area the harm is considered to be less than substantial. This harm has been given considerable weight by officers but it is outweighed by the significant heritage benefits of the scheme as a whole.
- The development makes provision for wheelchair accessible units and has been designed to meet Lifetime Homes standards, and provides an acceptable level of living accommodation and amenity space for occupiers of the new development.

- A number of conditions have been suggested should any consent be granted requesting details of the construction management plan and servicing of the new commercial unit to ensure it does not prejudice existing road and parking conditions, namely vehicular movements along Archway Road, Causton Road and the local road network generally and would not have an adverse impact on pedestrian safety.
- The proposal is subject to a S106 legal agreement to secure an off site affordable housing contribution, financial contributions for carbon offsetting and towards the amendment of the TMO, affordable B1 workspace, employment opportunities during construction, 'car free' development and considerate constructors scheme.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose the conditions and informatives set out below subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 31st November 2015 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement referred to in resolution 2.1 above within the time period provided for in resolution 2.2 above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives set out below.

Conditions:

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials
- 4) Landscaping
- 5) Shopfront
- 6) A1 hours of opening
- 7) B1 hours of opening
- 8) NOx boilers
- 9) Community heat boilers
- 10) Air Quality and Dust Management Plan
- 11) Considerate Constructors Scheme
- 12) Demolition and construction plant and machinery
- 13) NRMM
- 14) Heat network

- 15) BREEAM
- 16) Drainage strategy
- 17) Design and method statements
- 18) Archaeological programme
- 19) Construction Management Plan / Construction Logistics Plan
- 20) Delivery and Servicing Plan
- 21) Section 278
- 22) Residential cycle parking
- 23) Commercial cycle parking
- 24) Car parking accommodation

Informatives:

- 1) Co-operation with the applicant
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Signage
- 6) Advertisement
- 7) Street numbering
- 8) Thames Water
- 9) London Underground
- 10) Historic England
- 11) Waste
- 12) London Fire Brigade
- 13) Asbestos

Section 106 Heads of Terms:

- 1) £255,000 towards affordable housing.
- 2) £1,000 towards the amendment of the TMO to secure the 'car free' development, and two years free membership to a local Car Club and £50 free credit per unit.
- 3) £3,291 towards short-stay cycle parking on the adjoining public realm.
- 4) £22,410 to the Council's carbon offsetting fund.
- 5) Affordable B1 workspace – capping rents.
- 6) Participation in the Council's employment initiatives during construction phase.
- 7) Considerate constructors' scheme.

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

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

- (i) In the absence of a financial contribution towards Affordable Housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.
 - (ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order and short-stay cycle parking, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
 - (iii) In the absence of a financial contribution towards the carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan policy SP4 and London Plan policy 5.2.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution 2.5 above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution 2.1 above to secure the obligations specified therein.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- This planning application is for the redevelopment of the site at Nos. 191 to 201 Archway Road including the retention of existing facade fronting Archway Road and side return wall on Causton Road. Planning permission is also sought for the demolition of all existing B1/D1/D2 buildings to the rear.
- The proposal will seek to retain the retail floor space unit at ground floor level (Class A1), to change of use of part ground floor and part basement from retail (Class A1) to Class B1 use.
- 25 new residential dwellings will be created consisting of 6 x 1 bedroom units, 12 x 2 bedroom units and 7 x 3 bedroom units on the basement, first, second and third floors along with 7 parking spaces of which 3 will be disabled bays and associated landscaping.

No. of bedrooms	No. of units	% of units
1 bed units	6	24
2 bed units	12	48
3 bed units	7	28
TOTAL	25	100

- A flexible Class B1/D2 use was proposed for the lower ground floor as part of the original planning application submission, but following comments raised during the extensive public consultation, and discussions with Officers, the applicant has revised the scheme to include only Class B1 use only This B1 space is also to be affordable and flexible B1 workspace ad is secured as such by a section 106 legal agreement.

3.2 Site and Surroundings

3.2.1 The application site at Nos. 191 to 201 Archway Road is broadly square in shape and currently comprises a three-storey building with front gable ends and a single-storey front projection located on the corner of Archway Road and Causton Road.



Proposed ground floor plan

3.2.2 The main building fronting onto Archway Road is occupied by a retail unit (Use Class A1) known as Richardsons of Highgate furniture shop in the basement, ground and first floors. It is understood that the shop ceased retail operations in December 2014, but part of the unit has continued to trade on an ad-hoc basis as a furniture shop since its closure.

3.2.3 The rest of the basement floor and the rear of the site are currently occupied by an assortment of different B1/D1/D2 units namely:

- Unit 1 (ground floor): Furniture repair with interior design office (Use Class B1c / B1a)
- Unit 2 (basement): Cycle repairs and sales (Use Class B1c)
- Unit 3 (basement): Cycle repairs and sales (Use Class B1c)

- Unit 4 (basement): Counselling service (Use Class D1)
- Unit 5 (basement): Furniture upholsterer (Use Class B1c)
- Unit 6 (basement): Painting studio (Use Class B1c)
- Unit 7 (basement): Yoga studio (Use Class D2)
- Unit 8 (basement): Vacant (previously occupied by a furniture upholsterer) (Use Class B1c)
- Unit 9 (basement): Personal Training fitness studio (Use Class D2)
- Units 10-11 (basement): Cabinet maker (Use Class B1c) – basement
- Unit 12 (basement): TV editing / post production (Use Class B1c)
- Unit 13 (basement): Office (Use Class B1a)
- Units 14 (ground floor): Leather cutting (Use Class B1c)



3.2.4 For the avoidance of doubt: Use Class B1a are offices other than use within Class A2 (Financial and Professional Services; Use Class B1(c) are for any industrial process which can be carried out in a residential area without causing detriment to amenity; Use Class D1 are non-residential intuitions; and Use Class D2 are assembly and leisure establishments.

3.2.5 Further to the mixed units located on the basement and ground floors, the upper floors on the site are currently occupied by 4 separate Houses in Multiple Occupation (HMOs) - Use Class C4 – small HMO. (A small HMO is described as a dwelling occupied by between three and six unrelated individuals as their only or main residence).

3.2.5 The application site is located in the Highgate Conservation Area as designated in the Local Plan Proposals Map. Archway Road Local Shopping Centre is located opposite and on the eastern side of Archway Road.

3.2.6 There is protected Metropolitan Open Land (MOL) and a Site of Importance and Nature Conservation (SINC) situated some 100m west of the site.

3.2.7 The site has no designation in the current Site Allocations DPD Regulation 19 Consultation Document, approved by Cabinet on 20th October 2015, or the draft neighbourhood plan.

3.3 Relevant Planning history

- OLD/1961/0012 - Illuminated overhanging sign on business premises. – approved 05/10/1961
- OLD/1954/0014 - Provision of iron staircase & balcony. – approved 22/12/1954
- OLD/1954/0013 - Addition at rear providing new bathroom & WC. – approved 24/02/1954
- OLD/1952/0011 - Conversion of 3rd floor storeroom into self-contained flat. – approved 21/11/1952

4. CONSULTATION RESPONSE

4.1 **Planning Committee Pre-application:** the proposal was presented to the 28 July 2014 pre-application briefing meeting of the planning committee.

4.1.1 The notes of the meeting are set out as follows:

- *The applicant's early intentions in relation to affordable housing provision were questioned within the context of the Council's 50% target. The applicant advised that consultants had been engaged to undertake a viability assessment but that initial proposals were for a tenure blind development with affordable units provided onsite, potentially layered at first floor level.*
- *In response to concerns regarding the loss of the current employment space onsite, it was advised that the space was of low quality and hence suffered from low occupancy rates.*
- *The demand for additional A1 units on Archway Road was questioned. The applicant advised that discussions were progressing with a number of interested businesses in the retail/leisure sector.*
- *Clarification was given on the intention to provide 7 parking spaces onsite allocated to the larger residential units and wheelchair accessible unit, with the remainder of the site designated car free.*
- *The Committee requested that consideration be given to design features to make the front fascia less prominent and the use of the space in front of the bay windows as an accessible green roof space.*

- *Confirmation was provided that the amenity space provided would exceed the minimum standards required.*
- *A request from the Highgate Neighbourhood Forum for the retention of the workshop space currently provided onsite was passed onto the applicant.*
- *The applicant provided assurance that external metal roller shutters would not be used to the ground floor commercial units.*
- *The Committee queried the future management of deliveries to the proposed commercial units. The applicant advised that a management plan was currently being developed, with likely continuation of current loading arrangements off Causton Road, with accompanying restrictions on hours of use.*

4.2 The scheme was presented to the **Haringey Quality Review Panel** on 20th May 2015.

4.2.1 A summary of their response is set out as follows:

The panel broadly supports the development proposals for 191 – 201 Archway Road, which promise restoration of the existing 19th century façade, with high quality contemporary development behind. There remains scope for further refinement in the architectural expression of new elements of the scheme, including the rebuilt shop front. The density of development proposed also creates challenges in achieving high quality residential accommodation. The panel thinks that introduction of workspace could help address this, as well as adding to the vitality of the area. More detailed comments are provided below on: the commercial unit; Archway Road block; courtyard block; and mix of uses.

The design has been amended following the panel review.

4.3 **Haringey Development Management Forum** was held on 18 May 2015

4.3.1 The notes are set out as follows:

- *Residents made the following comments on the scheme following a short presentation by the developer's team:*
 - *Concerns were raised with regard to the loss of the existing small community studios/workshops located at the rear. The applicant explained a majority are vacant and of low quality and will be discussing its loss with the Council.*

- *The new commercial unit would have an impact on local businesses and does not benefit local traders. It was further noted that the draft Neighbourhood Plan has a policy to retain small businesses on-site.*
- *Cllr Carter emphasised the importance to retain the design and colour of the existing shopfront. The applicant provided assurance that the ivory colour will be retained.*
- *The servicing and operation of the new commercial unit was raised as a concern. The applicants explained that no servicing can take place on Archway Road (red route) and a Transport Assessment/Travel Plan can capture the necessary details.*
- *Some residents supported the idea of the gym proposal.*
- *Existing occupiers wanted to know whether assistance can be provided in terms of relocation. The applicants agreed to support their relocation.*
- *The parking provision was queried given the existing parking problems. It was explained that the parking will be allocated to families/disabled people and the remaining occupiers will not have access to parking.*
- *The location of the refuse was questioned as there is currently a vermin problem on adjacent sites. The applicant provided an explanation that the waste will be collected by independent collectors in agreement with the Council.*

4.4 The following were consulted regarding the application:

- LBH Housing Design & Major Projects
- LBH Housing Renewal Service Manager
- LBH Arb
- LBH EHS - Noise & Pollution
- LBH Cleansing
- LBH Conservation Officer
- LBH Economic Development
- LBH Building Control
- LBH EHS - Contaminated Land
- LBH Transportation
- LBH Carbon Management
- LBH Drainage
- The Highgate Society
- Highgate CAAC
- London Fire Brigade
- Designing Out Crime Officer

- Arriva London
- (R) Cholmeley & Causton Residents Association
- (R) Archway Road Residents Association
- Transport For London (TfL)
- Environment Agency
- London Underground
- Thames Water
- Greater London Archaeology Advisory Service (GLAAS)
- Historic England

The following responses were received:

Internal:

- 1) LBH Conservation Officer: No objection subject to a materials condition.

"As per the Council's statutory duty and in context of the Barnwell Manor case, it is considered that the proposed scale of the extensions to the existing building would cause some harm. This harm has been given great weight in assessing whether the new development preserves or enhances the conservation area. It is considered that the new development is of a high quality and would preserve the significant façades of the building, whilst securing a long term use of the building for a sustainable future. As such the proposal would preserve and enhance the conservation area and the limited harm caused by the scale of the rear extension would be outweighed by the significant public and heritage benefits. The proposal is, therefore, acceptable from a conservation point of view."

- 2) LBH Transportation: No objection subject to a S106 agreement securing a car-free development including a financial contribution of £1,000 towards the amendment of the Traffic Management Order, 2 years free membership to a local Car Club and £50 free credit, £3,291 towards commercial cycle parking and conditions covering construction management plan, S278 highway works, delivery and servicing plan, parking and cycling.
- 3) LBH Carbon Management: No objection subject to a financial contribution of £22,410 to the Councils carbon offsetting fund and heat network and BREEAM conditions.
- 4) LBH Environmental Health: No objection subject to NOx boilers, community heat boiler, management plan, considerate constructors scheme, demolition and NRMM conditions
- 5) LBH Cleansing: No objection subject to informatives.

External:

- 6) Thames Water: No objection subject to a drainage strategy condition and an informative.
- 7) London Fire Brigade: No objection subject to an informative.
- 8) London Underground: No objection subject to a design and method condition.
- 9) Environment Agency: No comments.
- 10) Historic England: No objection subject to an archaeological condition.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 690 Neighbouring properties
- Residents Associations (The Highgate Society, Highgate CAAC, Cholmeley & Causton Residents Association & Archway Road Residents Association)
- 1 site notice was erected close to the site
- 1 press notice dated 11th September 2015

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

No of individual responses: 26

Objecting: 25

Supporting: 1

Petitions against the proposal containing 223 signatures

5.3 The following local groups/societies made representations:

- The Highgate Society;
- Highgate CAAC (In support); and
- Cromwell Area Resident's Association (CARA)

5.4 The following MP made representations:

- Catherine West MP

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

- Overdevelopment;
- Loss and displacement of existing independent businesses and traders including loss of jobs and services;

- Contrary to Haringey's Sustainable Community Strategy that seek to 'ensure economic vitality and prosperity is shared by all, through promoting a vibrant economy , increasing skills, raising employment and reducing worklessness';
- Impact on existing local and independent shops;
- Highway and pedestrian safety from the servicing of the site;
- Design, scale and bulk of the proposal;
- Impact on conservation area;
- Loss of privacy;
- Loss of daylight/sunlight and overshadowing;
- Increased parking pressures on the surrounding roads;
- Noise pollution from service deliveries;
- Disturbance caused by construction vehicles (Officer comments: details will be sought under a CMP condition);
- Lack of affordable housing;
- Flood risk
- No clear public benefits

5.6 The following issues raised are not material planning considerations:

- Impact on the foundations of adjacent buildings;

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Siting, Layout and Design
3. Impact of the proposed development on the character and appearance of the conservation area
4. Housing
5. The impact on the amenity of adjoining occupiers
6. Living conditions for future occupants
7. Parking and highway safety
8. Accessibility
9. Trees
10. Sustainability
11. Flood Risk

6.2 Principle of the development

Residential use

- 6.2.1 Local Plan Policy SP1 sets out the strategic vision to provide up to 5,000 new homes by 2026, which aligns with the aspirations of Policy SP2, which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2025 under The London Plan (FALP) 2015. The provision of housing would in principle be supported as it would augment the Borough's housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3.
- 6.2.2 The proposed number of residential units on the site comprising 6 x 1 bedroom units, 12 x 2 bedroom units and 7 x 3 bedroom units will contribute to providing housing to assist in meeting this housing target.

Loss of existing employment occupiers

- 6.2.3 Residents and amenity groups have expressed significant concerns over the loss and displacement of existing independent businesses and traders.
- 6.2.4 The loss of the existing B1 floor space is a fundamental planning consideration and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. It is also important to note that draft DPD Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace is acceptable, subject the new development proposals provide the maximum amount of replacement employment floorspace possible, as determined having regard to viability. Although only limited weight can be afforded to draft DPD DM policies given its current status which is early in the adoption process.
- 6.2.5 Furthermore saved UDP Policy EMP4 encourages the redevelopment of unallocated employment sites providing that: the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 6.2.6 The applicant has confirmed that approximately 15 jobs are provided by the existing A1 and B1 uses currently on site. The majority of the employed people occupy the small workshop-style B1(c) units situated to the rear of the site. These units are in very poor condition and rents are therefore extremely low to reflect this. It is understood the quality of the accommodation has been in this condition for some time. However it is not considered that the land is no longer suitable for employment use.

- 6.2.7 Draft Policy DM38 (C) (IV) requires a proportion of the employment floorspace is provided as 'affordable workspace' where viable. Officers consider £12 per square foot is considered to be 'affordable' in terms of employment generating workspace in the form of flexible start up units (Class B1) in the Borough, whereas the applicant has adopted an £8 per square foot in their appraisal which has been independently verified by the Council. At the same, the rental value of the B1 workspace offered by the applicant would fall in line with the Borough's definition of workspace being 'affordable' and thus would meet the policy requirements of draft DPD Policy DM38 (C) (iv).
- 6.2.8 The existing 697sqm B1 floorspace will be replaced by 707sqm of affordable B1 workspace; therefore there will be no net loss of B1 floorspace. In terms of employment generation for the new A1/B1 units to be provided and using the methodology set out in The Homes and Community Agency's Employment Densities Guide (2010) – it is estimated that the proposal will provide a total of 59 full-time jobs on the site (15 employees for the A1 floorspace circ. 377sqm, and 44 employees for the B1(a) floorspace circ. 707sqm). This represents a net increase of 44 jobs, and as such the proposal will provide a clear uplift in the number of potential jobs and a higher quality of employment space including affordable workspace in meeting the requirements of saved UDP Policy EMP4, Local Plan Policy SP8 and draft DPD Policy DM50.

Loss of HMO units and D1 counselling office / New B1 use

- 6.2.9 The upper floors on the site are currently occupied by 4 HMOs (Use Class C4). Saved UDP Policy HSG6 provides guidance for a change of use from an HMO to a single dwelling house. The change of use will only be considered: where the property is small and only 2 storeys; where the property does not meet the appropriate standards and has no realistic prospect of meeting the standards; or where the property is in a Housing Renewal Area and is not registered.
- 6.2.10 Draft DPD Policy DM17 further states that the Council will allow for the possibility of returning converted properties to single family dwellings.
- 6.2.11 It should be noted however that the loss of the HMO units could be secured under permitted development in line with The General Permitted Development Order 1995 (as amended) which allows for a permitted changed of use from Class C4 HMO accommodation to Class C3 - residential and without the need to apply for planning permission.
- 6.2.12 A survey of the site reveals the existing HMOs on site are of a poor quality. This is consistent to the supporting text to saved UDP Policy HSG6 which identifies many HMO in Haringey are sub standard and the Council aims to ensure that standards are improved to provide satisfactory living conditions or where this is not possible encourage the buildings to be converted back to single dwelling houses. As such, the loss of the existing HMOs to facilitate the provision of 25

residential units on the site will be acceptable in principle as it would provide an uplift in both the quality and quantity of accommodation.

6.2.13 Elsewhere, there is currently a 12sqm counselling office (Class D1) located in the basement and to the rear of the site. Planning records show this D1 unit does not have the benefit of planning permission and has been established over time. The office is in a poor condition. Although Local Plan Policy SP16 seeks the protection of such community uses, its loss is significantly outweighed by the clear and wider benefits of the scheme such as the provision of higher quality employment space and residential accommodation. The loss of the D1 unit is therefore acceptable in this regard.

6.2.14 Part of the proposals is for new B1 floorspace of approximately 707 square metres in area replacing the basement floorspace associated with the existing furniture shop. Class B uses such as light industrial, logistics, warehousing and storage facilities are encouraged and sought to be protected by Local Plan Policy SP8. This is in response for the need to support small and medium sized businesses that require employment land and space. The reduction in trading floorspace afforded to the existing A1 use to facilitate a new B1 floor space would therefore be supported by Officers as it is considered a better quality of employment space which at the same time provides an active frontage at ground floor level fronting Archway Road.

New A1 commercial unit

6.2.15 The gross trading floorspace of the existing retail unit will be reduced from 917 sqm to 377sqm to provide a new ground floor commercial unit (this is likely to be let to a food retailer). The application site does not lie within a designated town centre, but Archway Road Local Shopping Centre, which is designated in the Unitary Development Plan Proposals Map, is located opposite and on the eastern side of Archway Road. Therefore the site is considered to be an 'edge of centre' site.

6.2.16 The need to protect local shopping facilities and services is outlined in Local Plan Policy SP10 and saved UDP Policy TCR4. The existing shop ceased retail operations in December 2014, but part of the unit has continued to trade on an ad-hoc basis as a furniture shop since its closure. The shop has not been renovated for a number of years and is under-utilised and of a low quality. In contrast, Officers consider the new commercial unit would significantly improve the quality of the retail floorspace on site which in turn enhance the vitality and viability of this commercial section of Archway Road in meeting the retail aims and objectives of the NPPF and Policy SP10 of the Local Plan, Policies 2.15, 4.7 and 4.8 of the London Plan and saved Policy TCR4 of the UDP. Given that the proposal replaces current retail floorspace this is considered to be acceptable subject to other detailed considerations.

6.3 Siting, Layout and Design

- 6.3.1 Chapter 7 of the NPPF and London Plan Policies 7.4 and 7.6 require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan Policy SP11 and saved UDP Policy UD3 reinforce this strategic approach. The application site is located in the Highgate Conservation Area and is therefore subject to relevant conservation policies as set out within London Plan Policy 7.8, Haringey Local Plan Policy SP12 and saved Haringey UDP Policy CSV5
- 6.3.2 The proposal involves the demolition of the workshops to the rear. Additionally the single storey element to the north would also be demolished to allow for the residential accommodation to be extended. Given their utilitarian appearance and very limited contribution to the conservation area, Officers are supportive to the demolition proposed.
- 6.3.3 Part of the proposal is for the retention of the front and flank elevations of the building, with internal demolition with new flats proposed within the existing retained shell. In addition, the proposed scheme would repair the fabric on the front elevation and install more suitable windows on the first floor which is welcomed by Officers.
- 6.3.4 The scheme proposes to retain and rebuild the shop front at ground floor level incorporating the key design features of the original shop front and the shop front design principles included in the Highgate Conservation Area Management Plan. As such, Officers take the view that the shop front proposals would preserve as well as enhance the conservation area in terms of the commercial element of the building subject to the imposition of a signage conditions on any grant of planning permission.
- 6.3.5 The bulk of the development is to the rear and the flank where the gables would be extended to the rear with a small flat section in between the gables. Along Causton Road, the flank elevation is extended in a contemporary interpretation of the existing elevation. It also incorporates additional gables at the end. Overall the design, bulk and scale of the new development is acceptable as it would considerably enhance the appearance of the building and hence its contribution to the character and appearance of the conservation area as whole

Density

- 6.3.6 The density of a proposed development is relevant to whether the amount of development proposed is appropriate for a site. This is also dependent on the sites location and accessibility to local transport services. Local Plan Policy SP2 states that new residential development proposals should meet the density levels in the Density Matrix of the London Plan. Furthermore, objections have been

received from local residents that the proposal by virtue of the number of residential units offered would represent a gross overdevelopment on the site.

- 6.3.7 The density proposed of 78 (25 units / 0.32 Ha) units per hectare and 238 (76/ 0.32) habitable rooms per hectare accords with the guidelines set out in table 3.2 within London Plan Policy 3.4, which suggests a density of up to 260 u/ha and 700 hr/ha at this urban location (PTAL 4). Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

6.4 Impact of the proposed development on the character and appearance of the conservation area

Statutory test

- 6.4.1 Section 72(1) of the Listed Buildings Act 1990 provide:
- 6.4.2 *"In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."* Among the provisions referred to in subsection (2) are *"the planning Acts"*.
- 6.4.3 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that *"Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."*
- 6.4.4 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of

Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

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

Impact on conservation area

- 6.4.6 Paragraph 132 of the NPPF states that, '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.*'
- 6.4.7 Paragraph 134 of the NPPF goes on to say, '*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.*'
- 6.4.8 The Council, under saved UDP Policy CSV7 seeks to protect buildings within Conservation Areas, by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the Conservation Area. This should be considered alongside with London Plan Policies 3.5 and 7.6 and Local Plan Policy SP11, which identify that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.4.9 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.

- 6.4.10 The existing building at Nos.191 to 201 Archway Road is not statutorily listed or locally listed but the site does fall within Highgate Conservation Area and forms part of the sub-area 3 of the conservation area. The assessment of the application has had regard to the Highgate Conservation Area Appraisal and Management Plan adopted in December 2013.
- 6.4.11 The adopted Character Appraisal for the Highgate Conservation Area describes the site as follows, *"There are several small workshops which provide useful premises for small businesses, joinery and craft workshops. The shop front to Richardsons (antique dealers) is distinctive with a black granite shop frame and large glass windows broken only by black granite piers. There is a recessed clerestory with white opaque glass panel set in thin steel frames"*.
- 6.4.12 Archway Road forms sub-area 3 of the conservation area and is characterised by late 19th and early 20th Century terraced development of three storeys, mainly in red brick with decorative gables and rich architectural detailing. Within that, there is much variation along Archway Road itself such as the locally listed arched buildings on the southern end and more substantial and imposing four storey terraces towards the northern end near Jackson's Lane Community Centre. The shops along Archway Road are much altered; however, many retain their original features underneath the later fascias and metal/plastic frames.
- 6.4.13 The application site at Nos. 191 to 201 Archway Road, also known as 'Richardsons of Highgate' due to the projecting shop on the ground floor, is an attractive terrace within the conservation area. Dating from the late 19th Century, these are built in a 'stripped' Victorian style with red bricks and canted bays to the front. The gables to the front contain terracotta finials between them and decorative ridge tiles. The front elevation is perhaps the most significant, making a positive contribution to the conservation area. In contrast, the rear and flank elevations are very simple in appearance with evidently different and possibly use of cheaper bricks. The workshops to the rear and the single storey extension to the north are utilitarian in form and therefore make a limited contribution to the conservation area.
- 6.4.14 Local residents and amenity groups have objected to the design, scale and impact on the conservation area.
- 6.4.15 The applicant held several pre-application meetings with Officers to discuss the acceptability of the design.
- 6.4.16 The scheme has been presented at Haringey Quality Review Panel. In summary, they broadly support the proposal including the restoration of the existing 19th century façade. They were also in the opinion that there was scope for further refinement in the architectural expression of new elements of the scheme, including the rebuilt shop front. The applicant has duly taken onboard these

comments and has revised the scheme to reflect the above. The amendments include the use of metal fins to the Causton Road frontage and courtyard elevations in order to match the profile of the roof line to retain the building form and enclose the amenity and entrance areas, and retaining and rebuilding the original shopfront features such as the stall riser, plinth, pilaster, concealed roller shutter and timber fascia board.

- 6.4.17 Whilst the scheme proposes to retain the outer shell of the existing building, it does propose a substantial extension to the rear that would have a greater impact on the conservation area than the existing smaller and ad hoc units it replaces. This extension proposal would be most visible from the Causton Road elevation, and would not be considered to preserve the character of this part of the conservation area. As per the Council's statutory duty, the limited harm has been given great weight in assessing whether the development preserves or enhances the conservation area.
- 6.4.18 The rear extension would be of a similar height as the existing front terrace and is designed to reflect the architectural treatment of the Archway Road façade, interpreted successfully in a contemporary manner. The pitched gables would be continued but in metal, evoking the tiled roof nostalgia of the existing terraces. Use of red brick would relate satisfactorily with the adjacent surroundings. Fenestration is high quality, maintaining existing proportions but modern in appearance. Recesses, dormers and chimneys add to the articulation of the façade and create an overall interesting skyline. As such, it is considered that the rear extension, although bigger in scale than the existing workshops, are no bigger than the existing scale of residential buildings and are of a high design quality that would positively enhance the conservation area.
- 6.4.19 In addition, considerable improvement to the front façade, including the replacement of the poor quality and rotten timber windows to the front with more appropriate and high quality windows is considered to be a heritage benefit. The retention of the facades and the 'retrofitting' of the building would allow for future sustainable use of the building and preserve the Archway Road frontage. The shop front which is in poor repair at present would also be improved and enhanced. As such this would be considered to provide considerable heritage benefits.
- 6.4.20 Overall, it is considered that the scheme provides a secure and sustainable use of the building providing additional housing, whilst preserving the most important facades and thus preserving its significance within the conservation area. Officers have taken a balanced view, having regard to Paragraphs 132 and 134 of the NPPF and concluded that the proposals result in less than substantial harm to the heritage assets caused by the scale of the extensions would be outweighed by the significant heritage benefits of the scheme. As such, the scheme would therefore be acceptable with regard to the Barnwell Manor case, the less than significant harm to the conservation area would therefore satisfy the

statutory duties set out in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accord to the design and conservation aims and objectives as set out in the NPPF, London Plan Policies 7.4, 7.5 and 7.6, saved UDP Policy UD3, Local Plan Policies SP11 and SP12 and SPG2 'Conservation and archaeology'.

6.5 Housing

Affordable housing

- 6.5.1 The Council's Planning Policies as set out in Local Plan Policy SP2 requires that, *"Subject to viability, sites capable of delivering ten or more units, will be required to meet a borough wide affordable housing target of 50%, based on habitable rooms"*. This stance is in line with London Plan Policy 3.8 which requires the provision of affordable family housing, where London Plan Policy 3.11 sets out the strategic affordable housing targets as it, *"seek to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London"*.
- 6.5.2 London Plan Policy 3.12 states that Boroughs should seek, *"the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes", having regard to: their affordable housing targets; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; and the individual circumstances including development viability"*.
- 6.5.3 The policy further continues to say that, *"negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements"*.
- 6.5.4 Paragraph 173 of the NPPF seeks to ensure viability, so that, *"the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"*.
- 6.5.5 The application makes no affordable housing provision on-site. However, the applicant has submitted an economic viability assessment to justify this position. The applicant's viability appraisal considered two proposal options (B1 and D2) of the lower ground floor in order to establish the maximum level of planning obligations the scheme can provide whilst remaining commercially viable. The Council did not support the D2 option and as such this was discounted. Both of the two options produced a deficit when measured against the benchmark land

value. This suggests that the proposed development cannot reasonably support any affordable housing in addition to CIL contributions.

- 6.5.6 The report has been independently reviewed on behalf of the Council and this assessment concludes that the assumptions adopted by the applicant including the interest rate, contingency and construction costs are reasonable. The provision of affordable workspace has an impact on viability but is considered to be central to the acceptability of the scheme and the retention of the facade and facade works also impact on viability but these are considered to be reasonable. On this basis the independent assessment has concluded that the applicant could make an affordable housing payment in lieu of £50,000 when measured against the benchmark land value. Instead, the applicant is willing to accept a level of profit below 20% and has offered a commuted sum of £255,000. This is considered to be the maximum reasonable amount of contribution that the proposal can support

Housing mix

- 6.5.7 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector.
- 6.5.8 The proposal is for 25 residential units. The housing mix is as follows:

No. of bedrooms	No. of units	% of units
1 bed units	6	24
2 bed units	12	48
3 bed units	7	28
TOTAL	25	100

- 6.5.9 Although the proposed housing mix has a larger number of 2 bedroom units (48%), this is offset by the quantum of family housing offered (28%). Furthermore, the Council has identified a shortage of family sized housing in the west of the borough and this development therefore addresses this by providing a number of 3 bed units on the site. Therefore the proposed mix of housing units is considered acceptable.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures

should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.

6.6.2 Local residents have objected to the proposal as they allege that it will lead to a reduction in existing levels of privacy, daylight and sunlight to adjacent residential properties.

6.6.3 The nearest existing residential properties that would be most affected by the siting and scale of the proposed development are:

- No. 187 to 189 Archway Road to the south;
- No. 2 Causton Road to the west; and
- No. 203 Archway Road to the north

Daylight/sunlight

6.6.4 In support of their application, the applicant has provided a daylight/sunlight report in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lighting for buildings and Planning Practice Guidance (2014) - Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH). The BRE Report suggests a VSC of 27% or more should be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March. Only the existing habitable rooms of the neighbouring buildings are considered for the purposes of the BRE calculation.

Receptor	Floor	Window	Annual			Winter		
			Existing	Proposed	Ratio	Existing	Proposed	Ratio
203 Archway Road	G	1	58	46	0.79	18	16	0.89
203 Archway Road	G	2	55	40	0.73	20	13	0.65
203 Archway Road	G	3	22	11	0.50	15	6	0.40
203 Archway Road	G	4	22	9	0.41	14	2	0.14
203 Archway Road	1	1	75	69	0.92	71	61	0.86
203 Archway Road	1	2	71	61	0.86	24	20	0.83
203 Archway Road	1	3	63	54	0.86	25	18	0.72
203 Archway Road	2	1	81	81	1.00	26	26	1.00
203 Archway Road	3	1	83	83	1.00	28	28	1.00
203 Archway Road	3	2	83	83	1.00	28	28	1.00

Annual Probably Sunlight Hours (Existing and Proposed)

Receptor	Floor	Window	Vertical Sky Component (%)		Ratio
			Existing	Proposed	
187-189 Archway Road	1	1	36.02	35.05	0.97
2 Causton Road	G	1	28.47	28.09	0.99
2 Causton Road	G	2	21.22	17.20	0.81
2 Causton Road	1	1	38.29	38.11	1.00
2 Causton Road	1	2	38.58	38.49	1.00
2 Causton Road	1	3	38.25	38.09	1.00
2 Causton Road	1	4	38.44	38.33	1.00
2 Causton Road	2	1	37.59	37.59	1.00
203 Archway Road	G	1	24.42	17.59	0.72
203 Archway Road	G	2	20.00	12.10	0.60
203 Archway Road	G	3	9.18	2.49	0.27
203 Archway Road	G	4	10.98	4.51	0.41
203 Archway Road	1	1	33.33	27.64	0.83
203 Archway Road	1	2	31.13	24.04	0.77
203 Archway Road	1	3	28.00	20.67	0.74
203 Archway Road	2	1	36.56	34.50	0.94
203 Archway Road	3	1	38.67	38.23	0.99
203 Archway Road	3	2	38.74	38.37	0.99

Vertical Sky Component (Existing and Proposed)

- 6.6.5 The applicant's daylight/sunlight report concludes that the proposed development will not cause any adverse or significant impacts on any of the windows at Nos. 187 to 189 Archway Road or No. 2 Causton Road and the daylight levels will remain acceptable. It further notes that the windows on the ground floor at No. 203 Archway Road are already compromised by the staircase which leads to the upper floors of the building, and the windows on the upper floors at No. 203 Archway Road will not be significantly impacted based on the proposed calculations.
- 6.6.6 Officers have reviewed the report and it is noted that the existing second ground floor window of 2 Causton Road (21.22%) is below the standard 27% VSC requirements. When existing levels of daylight are below 27% VSC, a reduction of more than 20% from the existing level will be noticeable to the inhabitants, i.e. an impact will occur. In this case the proposed VSC value (17.2% represent a 19% reduction which is within the acceptable threshold. The proposal will not result an acceptable loss of daylight to 2 Causton Road in this regard.
- 6.6.7 The ground floor windows of 203 Archway Road currently experience deprived levels of daylight principally caused by the external bricked staircase attached to the side of the building. As such predicted VSC values are acceptable given the

current levels of daylight enjoyed by these ground floor windows and the fact that they are already likely to require electric lighting. The proposal will cause two out of the four first floor windows to fall below the 27% VSC minima. However, an inspection of the site reveals that these two affected central windows to the side elevations are likely to be non-habitable.

- 6.6.8 The proposal will maintain an acceptable level of daylight to the adjoining properties at Nos. 187 to 189 Archway Road as the proposed VSC value (35.05) will exceed the 27% requirement. The proposal therefore would not create any adverse daylight impact to 187 to 189 Archway Road.
- 6.6.9 The potentially affected windows of 2 Causton Road and 187 to 189 Archway Road do not face within 90 degrees of due south and therefore are not included as part of the sunlight assessment.
- 6.6.10 In terms of potential sunlight impact upon 203 Archway Road, the proposal will cause two ground floor windows to fail the APSH criteria. However as noted in the daylight assessment, these affected windows are already adversely impacted by the staircase above them.
- 6.6.11 As a summary, and taking into account all the adjacent residential units namely: 187 to 189 Archway Road; 2 Causton Road to the west; and 203 Archway Road, the proposed development would satisfy the daylight and sunlight BRE recommendations in maintaining an acceptable level of living conditions currently enjoyed by habitants of the those properties in meeting saved UDP Policy UD3 and London Plan Policy 7.6 which amongst other aims seek to safeguard existing amenity conditions.

Privacy

- 6.6.12 Local residents living in adjacent properties have raised concerns of overlooking and loss of privacy in objecting to the proposal.
- 6.6.13 The siting and orientation of the habitable room windows proposed have been carefully sited so as to maintain acceptable levels of privacy currently enjoyed by occupiers living at 2 Causton Road (west) and 203 Archway Road (north). The upper floor bedroom windows to the northern elevation will face the staircase and non-habitable window at 203 Archway Road. Similarly the west-facing bedroom windows will face the flank wall of 2 Causton Road.
- 6.6.14 The development would not have any material adverse impacts on surrounding residents and occupiers within regards to enclosure, loss of outlook or excessive noise levels.

6.7 Living conditions for future occupants

- 6.7.1 Local Plan Policy SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance (SPG), November 2012, set out the minimum unit sizes for new residential development proposals to ensure an acceptable level of living accommodation offered.
- 6.7.2 In assessing the proposal against the above requirements, all the 1 bedroom, 2 bedroom and 3 bedroom units would accord with the minimum unit size requirements (50sqm to 86sqm) as laid out in the London Plan.
- 6.7.3 The London Plan further gives guidance on the minimum individual room sizes and amenity space for the residential development proposals. In line with the London Plan space standards, all the individual rooms and the private amenity space afforded to the individual flats meet the minimum threshold to result in an acceptable level of residential accommodation for future occupants of the new development in accordance to Local Plan Policy SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance.
- 6.7.4 In addition to meeting the space standards, all the individual units are dual aspect and there will be no direct overlooking between the units around the communal deck access as the principal elevations of the adjacent blocks are orientated perpendicular to one another. There is a change of floor finish in front of the bedrooms facing the external deck access to provide defensible space in front of them.
- 6.7.5 Overall, the proposal will provide acceptable living conditions for future occupiers of the new development in accordance to Local Plan Policy SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance.

6.8 Parking and highway safety

- 6.8.1 Local Plan Policy SP7 recognises the need to minimise congestion and addressing the environmental impacts of travel. London Plan Policy 6.3 requires development proposal to the impacts on transport capacity and the network should be taken into account.
- 6.8.2 The application site has a public transport accessibility level (PTAL) rating of 4 indicative of good accessibility to local public transport services including a number of local bus routes along Archway Road and Highgate Underground Station. Part of the site fronting onto Archway Road forms part of the TLRN (Transport for London Route Network) A1 route and is subject to 'red route' parking restrictions.
- 6.8.3 Similarly, the section of Causton Road that adjoins the development site is subject to 'red route' parking controls Monday to Friday 07:00 to 19:00 on the

adjoining kerbside. The parking restrictions on the opposite kerbside in Causton Road consists of red lines (with restrictions as above) and two parking bays with a capacity for three cars, that allows parking for 1 hour maximum and no return within two hours. Further along Causton Road the on-street parking bays are included in a controlled parking zone (CPZ) which operates Monday to Friday 10:00 to 12:00. The CPZ parking spaces in Causton Road are also resident permit holders only.

- 6.8.4 The current parking access arrangement is such that vehicular access to the informal courtyard car park that can accommodate up to 8 cars to the rear of the site is obtained from Archway Road. Elsewhere, Causton Road provides access for deliveries, servicing and refuse collection for the existing uses. There are two existing vehicle crossovers on the Causton Road frontage of the site, which are utilised for bringing in/out goods/refuse from the premises. Pedestrian access is taken from Archway Road and Causton Road.
- 6.8.5 The proposal includes provision for 7 courtyard car parking spaces, which includes 3 disabled car parking spaces and 2 car club bays. The proposed allocation of car parking is 5 car parking spaces (including the 3 disabled car parking spaces) for the residential element of the development and the 2 car club bays to be available for use by occupants of the development and the public, complementing the car club bay provision in the locality. It should be noted that the proposed car parking spaces is broadly the same as the existing development. Access to the car park will be taken via the existing vehicle crossover in Archway Road. The level of car parking is acceptable and is consistent with London Plan Policy 6.13 and Local Plan Policy SP7.
- 6.8.6 Servicing and deliveries will continue to be undertaken in Causton Road as existing. The transport statement does not include any data on the number of servicing and delivery trips under the existing development. The delivery trip prediction under the proposal is 30 deliveries per week, which equates to an average of 4 vehicles per day. Of these 30 deliveries 9 deliveries per week will be by 10m or 13.4m articulated vehicles; 7 deliveries by 6m rigid vehicles; 7 deliveries by large vans; and 7 deliveries by small vans.
- 6.8.7 However, Officers do not consider Causton Road is suitable for deliveries by articulated lorries as they would either have to access Causton Road in a forward direction and reverse onto Archway Road on leaving the site or vice versa. This manoeuvre would be detrimental to the adjoining road network and therefore it is recommended that delivery be limited to rigid vehicles that can access Causton Road without reversing from or onto Archway Road. The Council therefore recommends the implementation of a delivery and servicing management plan (DSP) on occupation of the development, in the interest of minimising impacts on traffic in the adjoining road network.

- 6.8.8 The transport assessment includes a trip generation analysis which compares the existing and proposed development in order to determine the residual trip generation of the proposal. An additional 38 and 21 two-way vehicle trips in the AM and PM peak traffic periods, respectively, is predicted under the proposal. The increase in vehicle trips will not be detrimental to the operation of the adjoining road network. Pedestrian trips will account for the largest increases in trips under the proposal – 318 and 400 trips during the AM and PM peaks respectively. The additional pedestrian trips can be accommodated within the adjoining pedestrian infrastructure. Public transport will account for additional 97 and 221 two-way trips during the AM and PM peak traffic periods, respectively. The increase in public transport trips can be accommodated within the capacity of the existing public transport provision.
- 6.8.9 The transport assessment includes the results of parking stress surveys which were undertaken at night in May 2015. The survey covered on-street car parking within 200m radius of the site, consistent with the Lambeth Parking Survey Methodology. The applicant was asked to undertake a further parking survey during the day when the commercial uses in the area are active and when the gym would be at its busiest. A parking survey was undertaken in the afternoon in September 2015. The latest parking survey observed that 31 out of 39 parking spaces which allow parking for duration of 1 hour during the restricted hours (07:00 to 19:00) were available.
- 6.8.10 The results of the survey also indicated varying levels of parking stress in the streets surveys. The largest spare capacity observed is Archway Road, which has a capacity of 39 car parking spaces; ignoring the 3 bays which allow loading for 20 minutes between 10:00 to 16:00 and 7 bays with no signs indicating restricted times.
- 6.8.11 Officers consider the proposed B1 use would not give rise to any significant increase in parking stress. The operation of parking restrictions in the adjoining streets between 10:00 and 12:00 will discourage staff from commuting to work by car. The lack of available on-street parking where staff can park throughout the day should ensure that minimal parking effects will be created by the proposed B1 use. As such, the B1 proposal will not prejudice the local road network generally.
- 6.8.12 The development provides a total of 58 cycle parking spaces. 44 cycle parking spaces will be provided for residential use and 14 spaces for the commercial uses. The quantum of residential cycle parking is in line with the London Plan cycle parking standards, and is located on the ground floor adjacent to the lift and external stairs. Cycle parking for the commercial use is proposed in the form of Sheffield Stands. 7 Sheffield Stands are proposed on the adjoining footway in Causton Road. However, this falls short of the London Plan standards which requires a total of 15 short-stay cycle parking spaces. Given this shortfall, the

Council will therefore seek to increase the proposed short-stay cycle parking and a financial contribution of £3,291 (£318/cycle stand x 9 x 15%) towards the cost of providing the proposed short-stay cycle parking on the adjoining public realm will be sought and secured via a legal agreement.

- 6.8.13 Adequate secure and sheltered cycle parking for the commercial uses is required. Details of the long-stay cycle parking for the commercial use must be provided for the approval of the Council prior to occupation of the commercial uses. This will be secured by condition.
- 6.8.14 The proposal will necessitate improvements to the adjoining highway, such as footway resurfacing, removal of the existing crossovers in Causton Road, and the installation of the proposed cycle parking stands on the corner of Archway Road/ Causton Road. The applicant will be required to enter into S278 agreement to pay the Council for the above highway improvement works, and the imposition of a condition to the decision would ensure compliance.
- 6.8.15 In light of the above evaluation and subject to the signing of a S106 agreement to secure a 'car free' development, local car club membership and commercial cycle parking, and for conditions requesting servicing details of the future commercial unit - the proposal would not have a detrimental impact on general amenity and surrounding highway network in accordance to Local Plan Policy SP7 and London Plan Policy 6.3.

6.9 Accessibility

- 6.9.1 The NPPF and London Plan policies 3.8 and 7.2 and Local Plan policy SP2 require all development proposals to provide satisfactory access for disabled people and those with mobility difficulties such as parents with pushchairs and young children. All residential units should be built in accordance with Lifetime Homes Standards (LTH) and Part M of Building Regulations to ensure any new housing development is suitable for the disabled users.
- 6.9.2 The applicant has recognised the need to meet Lifetime Homes and Approved Document M of the Building Regulations in their design and access statement submission. The individual and communal door entrances are wide enough and level (Criterion 3 and 4), to facilitate ease of entry for disabled users and those with mobility difficulties'. A 300mm leading edge has been achieved to all doors and all doors/hallways will achieve the minimum effective clear widths within the individual units (Criterion 4 and 6). A level entry WC which has the potential for showering facilities has been provided for the individual flats (Criterion 10). The bedroom and bathroom of the units have the potential for future fitting of hoists (Criterion 13). The bathrooms have been designed for ease of access (Criterion 14). The full height living room windows also mean occupiers are able to have a reasonable outlook when seated. (Criterion 15).

6.9.3 The proposal makes provision for 3 units, each located on the first, second and third floors, accessed via a lift in the central core of the building that are capable of being adapted in line with wheelchair accessible requirements. Each unit has been designed to the GLA Wheelchair Accessible Housing 'Best Practice Guidance' document. The total number of 3 accessible units provided (13%) exceeds the 10% Local Plan and London Plan requirement in order to meet the needs of future wheelchair occupants. The wheelchair accessible units have been designed to include a dedicated charging point/parking at the entrance and an accessible bathroom to facilitate a 1500mm turning circle which is also adjacent to a bedroom for a future potential door. The wheelchair accessible units will also be allocated each a single disabled parking bay as required by the London Plan.

6.10 Trees

6.10.1 The site lies within a conservation area and as such all trees within the conservation area are protected. The supporting text to Local Plan Policy SP13 recognises, "*trees play a significant role in improving environmental conditions and people's quality of life*", where the policy in general seeks the protection, management and maintenance of existing trees.

6.10.2 Part e) of saved UDP Policy UD3 states that the Council will require development proposals to consider appropriate tree retention, where UDP Policy OS17 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.

6.10.3 There are currently no trees on the application site. However 13 offsite trees located in the front and rear gardens of the properties No. 203 Archway Road and No. 2 Causton Road were surveyed. Of the trees surveyed: 1 is category A (High Quality); 7 are B category (Moderate Quality); and 5 are C category (Low Quality). The retention of the existing wall, including the basement walls ensures any impacts on the off-site trees are kept minimal. Only the offsite category B ash trees, T6 and T7, both located in the front garden of 203 Archway Road are considered to be the most affected by the proposal through the demolition of existing building/removal of existing hard surfaces and replacement surfaces within the root protection areas of these identified trees. Mitigation measures are proposed as set out within the arboricultural report, including manual demolition/removal of the existing building/hard surfaces, the retention of the existing sub-base to allow no-dig construction of the replacement surface, and the use of low invasive foundations for any proposed boundary fencing, to ensure the impact to these trees is low. These measures are considered acceptable by Officers in order to maintain the well being of the offsite trees and the visual amenity of the general area in meeting Local Plan Policy SP13, saved UDP Policy UD3 and UDP Policy OS17.

6.11 Sustainability

- 6.11.1 The NPPF, London Plan and local policies require development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. Chapter 5 of the London Plan requires all new homes to meet Level 4 of the Code for Sustainable Homes. Notwithstanding the above policy context, recent Government announcements have meant that Local Planning Authorities can no longer require developers to achieve the minimum Code requirements as this has now been absorbed within Building Regulations. On the other hand, there is still a requirement for the scheme to achieve a BREEAM 'Very Good' standard under the BREEAM New Construction (2014). This will be secured by condition.
- 6.11.2 London Plan Policy 5.2 requires major residential proposals to attain a 40 per cent carbon dioxide emissions improvement on 2010 Building Regulations Part L, and such major developments should include an energy assessment to demonstrate how the carbon dioxide emissions reduction targets are met.
- 6.11.3 The energy baseline for the development proposal would have emitted 187.3 tonnes of CO₂ per year if building regulations compliant. The scheme is required to deliver a carbon saving of 40% or a new target emission of 149.8 tonnes of CO₂ per year. The development delivers a new emissions figure of 158.1 tonnes of CO₂ per year which represents a shortfall of 8.3 tonnes. As such the development will be expected to offset the remaining 8.3 tonnes of carbon. Based on the assumption cost of £2,700 per tonne of carbon over 30 years - a contribution of £22,410 to the Councils carbon offsetting fund will be sought and secured under a S106 Legal Agreement.
- 6.11.4 Officers welcome that a single heating and hot water network served from a single energy centre across all elements of the development (office and residential) is proposed. However further details are required on how this single energy centre will be able to connect to a community heating network at a later date as well as maps of the energy centre location, pipe routes and technical specification. These details will be sought by condition.

6.12 Flood Risk

- 6.12.1 Local Plan Policy SP5 and London Plan Policy 5.12 seek to address current and future flood issues and minimise risks in a sustainable and cost effective way.
- 6.12.2 London Plan Policy 5.13 sets out the drainage hierarchy for Sustainable Drainage Systems (SUDS) so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:
1. store rainwater for later use;
 2. use infiltration techniques, such as porous surfaces in non-clay areas;

3. attenuate rainwater in ponds or open water features for gradual release;
4. attenuate rainwater by storing in tanks or sealed water features for gradual release;
5. discharge rainwater direct to a watercourse;
6. discharge rainwater to a surface water sewer/drain; and
7. discharge rainwater to the combined sewer

6.12.3 The site predominantly falls within flood risk zone 1 which indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

6.12.4 Officers consider that the development by reason of being located within flood risk zone 1, the existing buildings and hardstanding and the comprehensive landscaping scheme proposed will not increase flood risk on or off the site in accordance with Local Plan Policy SP5 and London Plan Policy 5.12.

6.12.5 Thames Water has set out that it has been unable to determine the waste water infrastructure needs of this application given the information submitted. It requested that the Local Planning Authority include a 'Grampian Style' condition - *"Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed"*. This condition requested by Thames Water has been included on the draft decision notice.

6.13 Section 106

6.13.1 This application will be subject to a S106 legal agreement and the applicant has agreed to the following heads of terms:

- i. £255,000 towards affordable housing.
- ii. £1,000 towards the amendment of the TMO to secure the 'car free' development, and two years free membership to a local Car Club and £50 free credit per unit.
- iii. £3,291 towards short-stay cycle parking on the adjoining public realm.
- iv. £22,410 to the Council's carbon offsetting fund.
- v. Affordable B1 workspace – capping rents.
- vi. Participation in the Council's employment initiatives during construction phase.
- vii. Considerate constructors' scheme.

6.14 Conclusion

- 6.14.1 The proposed development is considered acceptable in principle in this instance as it would provide residential dwellings and additional family-sized housing generally whilst contributing to the Borough's housing targets as set out in Haringey's Local Plan and the London Plan.
- 6.14.2 The loss of the existing low quality workshop units is acceptable as they will be replaced by higher quality employment generating provision in the form of flexible and affordable B1 workspace.
- 6.14.3 The proposed density of 78 units per hectare and 238 habitable rooms per hectare is of an acceptable density for the site as it falls within the appropriate density range as set out in the London Plan for this part of the Borough.
- 6.14.4 The proposed development would not cause any material loss of amenity of that currently enjoyed by existing and surrounding occupiers and residents of Causton Road and Archway Road in terms of outlook, enclosure, and loss of daylight/sunlight, overshadowing, loss of privacy or overlooking.
- 6.14.5 The proposals involve extensions to the rear and side of Causton Road. Although the proposals will cause some visual harm to the character the conservation area the harm is considered to be less than substantial. This harm has been given considerable weight by officers but it is outweighed by the significant heritage benefits of the scheme as a whole.
- 6.14.6 The development makes provision for wheelchair accessible units and has been designed to meet Lifetime Homes standards, and provides an acceptable level of living accommodation and amenity space for future occupiers of the new development.
- 6.14.7 A number of conditions have been suggested should any consent be granted requesting details of the construction management plan and servicing of the new commercial unit to ensure it does not prejudice existing road and parking conditions, namely vehicular movements along Archway Road, Causton Road and the local road network generally and would not have an adverse impact on pedestrian safety.
- 6.14.8 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

- Based on the information given on the plans, the Mayor's CIL charge will be £25,585 (731 x £35) and the Haringey CIL charge will be £193,715 (731 x £265). This will be collected by Haringey after the scheme is implemented and could be

subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:
 - o 499-0000-GA Rev 1 (Existing Site Location Plan)
 - o 499-0001-GA Rev 1 (Existing Site Plan)
 - o 499-0010-GA Rev 1 (Existing Ground Floor Plan)
 - o 499-0011-GA Rev 1 (Existing First Floor Plan)
 - o 499-0012-GA Rev 1 (Existing Second Floor Plan)
 - o 499-0013-GA Rev 1 (Existing Third Floor Plan)
 - o 499-0020-GA Rev 1 (Existing Basement Floor Plan)
 - o 499-0030-GA Rev 1 (Existing Section AA)
 - o 499-0031-GA Rev 1 (Existing Section BB)
 - o 499-0040-GA Rev 1 (Existing North East Elevation)
 - o 499-0041-GA Rev 1 (Existing North West Elevation)
 - o 499-0042-GA Rev 1 (Existing South East Elevation)
 - o 499-0043-GA Rev 1 (Existing South West Elevation)
 - o 499-0100-GA Rev 1 (Proposed Site Location Plan)
 - o 499-0110-GA Rev 1 (Demolition Ground Floor Plan)
 - o 499-0111-GA Rev 1 (Demolition First Floor Plan)
 - o 499-0112-GA Rev 1 (Demolition Second Floor Plan)
 - o 499-0113-GA Rev 1 (Demolition Third Floor Plan)
 - o 499-0120-GA Rev 1 (Demolition Basement Floor Plan)
 - o 499-0130-GA Rev 1 (Demolition Section AA)
 - o 499-0131-GA Rev 1 (Demolition Section BB)
 - o 499-0140-GA Rev 1 (Demolition North East Elevation)
 - o 499-0141-GA Rev 1 (Demolition North West Elevation)
 - o 499-0142-GA Rev 1 (Demolition South East Elevation)

- 499-0143-GA Rev 1 (Demolition South West Elevation)
- 499-0200-GA Rev 13 (Proposed Ground Floor Plan)
- 499-0201-GA Rev 7 (Proposed First Floor Plan)
- 499-0202-GA Rev 7 (Proposed Second Floor Plan)
- 499-0203-GA Rev 7 (Proposed Third Floor Plan)
- 499-0204-GA Rev 2 (Proposed Roof Plan)
- 499-0210-GA Rev 12 (Proposed Basement Plan)
- 499-0220-GA (Proposed Cycling Provision)
- 499-0300-GA Rev 2 (Proposed Section AA)
- 499-0301-GA Rev 2 (Proposed Section BB)
- 499-0302-GA Rev 2 (Proposed Section CC)
- 499-0303-GA Rev 2 (Proposed Section DD)
- 499-0304-GA Rev 2 (Proposed Section EE)
- 499-0400-GA Rev 3 (Proposed North East Elevation)
- 499-0401-GA Rev 3 (Proposed North West Elevation)
- 499-0402-GA Rev 3 (Proposed South West Elevation)
- 499-0403-GA Rev 3 (Proposed South East Elevation)
- Arboricultural Impact Assessment Report ref. PSP/191ACR/AIA/01a
- Daylight and Sunlight Assessment ref. A2500/DS/001
- Design and Access Statement dated August 2015
- Energy Statement & BREEAM Pre-assessment dated 4th June 2015
- Framework Travel Plan ref. MTP Ref: 15/025
- Heritage Statement dated August 2015
- Noise Assessment ref. A2500/N/002
- Planning Statement dated August 2015
- Transport Statement ref. MTP Ref: 15/025

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

3. Notwithstanding the description of the materials in the application, no development (with the exception of demolition) shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the conservation area.

4. No development of the shopfront hereby approved shall commence until details of the new shop front, signage and illumination have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the conservation area.

5. No development (with the exception of demolition) hereby approved shall commence until full details of both hard and soft landscape works, have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme).

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

6. The A1 use forming part of the development hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

7. The B1 use forming part of the development hereby permitted shall not be operated before 07:00 hours or after 21:00 hours Monday to Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

8. Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water must be submitted to, and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.

Reason: To ensure that the development achieves a high level of sustainability

9. No development hereby approved shall commence until details of the community heat boilers have been submitted to, and approved in writing by the Local Planning Authority. Evidence shall demonstrate the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band A.

Reason: To ensure that the development achieves a high level of sustainability

10. No development hereby approved shall commence until details of a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, have been submitted to, and approved in writing by the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To ensure that the development achieves a high level of sustainability

11. No development (with the exception of demolition) hereby approved shall commence until a Contractor Company is registered with the Considerate Constructors' Scheme. Proof of registration must be submitted to the Local Planning Authority.

Reason: To safeguard local amenity.

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

Reason: To protect local air quality.

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

Reason: To protect local air quality.

14. No development hereby approved in relation to the below elements shall commence until operational details of the heat network (pressures and temperatures) have been submitted to, and approved in writing by, the Local Planning Authority. The location of the energy centre shall ensure that there is space for future heat exchangers should the network not be delivered at this time. An identified route from the energy centre to the public highway shall be reserved for connectivity to the area wide network at a later date.

Reason: To ensure that the development achieves a high level of sustainability

15. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development. Proof of final Certificate must be submitted to the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability

16. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

17. No development (with the exception of demolition) hereby permitted shall commence until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling

(temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- Accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure,

18. a) No development hereby approved other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved in writing by the Local Planning Authority and a report on that evaluation has been submitted to the Local Planning Authority.

b) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

c) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (b).

d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological

investigation, including the publication of results, in accordance with Section 12 of the NPPF

19. No development hereby approved shall commence until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) have been submitted to, and approved in writing by, the Local Planning Authority. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Archway Road and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.

20. Prior to the first occupation of the development, a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing by, the Local Planning Authority. The DSP must be in place prior to operation of the development and to be modified in line with negotiated targets from time to time.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and Highways network.

21. The owner shall be required to enter into agreement with the Highway Authority (LB Haringey Council with respect to Causton Road and Transport for London with respect to Archway Road) under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in LBH Haringey Estimate or Payment.

Reason: In the interest of highway safety and to protect the visual amenity of the locality.

22. Prior to the first occupation of the development the internal lockable space shall be made available within the building for the secure residential parking of 44 bicycles, as shown on the approved plans.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

23. No development hereby approved shall be occupied until commercial cycle parking details has been submitted to, and approved in writing by the Local Planning Authority. Details of the parking shall be consistent with the recommendations of

the London Plan, and to be made available for staff of the commercial uses. The commercial units hereby approved shall not be occupied until the cycle parking has been implemented and shall be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

24. Prior to the first occupation of the residential units hereby approved, the car parking accommodation as shown on the approved plans shall be provided, and shall be retained in perpetuity for the accommodation of vehicles associated with the occupation of these residential units.

Reason: In the interests of orderly and satisfactory parking provisions being made on the site to ensure that the proposed development does not prejudice the free flow of traffic or public safety along the adjoining highway

Informatives:

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to work with the applicant in a positive and proactive manner. As with all applicants, we have made available detailed advice in the form of our statutory policies, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the Mayor's CIL charge will be £25,585 (731 x £35) and the Haringey CIL charge will be £193,715 (731 x £265). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

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

INFORMATIVE: New shop front and signage should reflect the architectural detailing and character of the building and this should be applicable for future occupiers as well as owners of the units.

Signage should be customised including the adaptation of the corporate branding and lettering to be sensitive to the building and its context.

INFORMATIVE: Planning permission has been granted without prejudice to the need to get advertisement consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

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

INFORMATIVE: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing

wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

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

Thames Water require a site drainage strategy that specifies current and proposed foul and surface water peak discharge rates and points of connection into the public sewer system. Thames Water expect a reduction in surface water peak flow rates in accordance with the London Plan from current discharge levels. Thames Water note that this site has reported a single surface water flooding incident in 1995 and would therefore expect the drainage strategy to include features that will reduce the risk of site flooding.

INFORMATIVE: The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

INFORMATIVE: Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

INFORMATIVE: Adequate storage and collection arrangements for domestic waste and recycling should be in place to service proposed multiple dwellings and proposed business units.

Location of the proposed bin chambers should be easily accessed by waste collection crew and be within a suitable distance in accordance with Council advised above.

Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

Waste must be properly contained to avoid spillage, side waste and wind blown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.

INFORMATIVE: The Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is the Authority's policy to regularly advise their elected Members about how many cases there have been where they have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to their Members are public documents which are available on their website.

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

Appendix B – Revised plans (proposed ground floor)



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Revisions

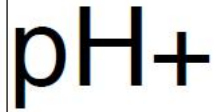
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8	31/01/14
9	19/01/15
10	24/01/15
11	24/07/15
12	14/01/15
13	10/10/15
14	10/11/16

PLANNING ISSUE
Removal of Class D2 use
Additional use to U2 basement space

KEY

- Existing walls
- Class C3: 1 Bed Residential units
- Class C3: 2 Bed Residential units
- Class C3: 3 Bed Residential units
- Class A1: Retail
- Class B1: Affordable Commercial Space
- Garage / Car Parking
- Circulation
- Residential Amenity

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Project
191-201 Archway Road
London
N6 5BW

Drawing
Proposed
Ground Floor Plan

Scale at A1 (A5) 1:100 (1:200)	Date October 2015
Job Number 499	Drawing No. Rev 0200-GA 14
Drawn by JB	Checked by APa

Status
PLANNING

Proposed first floor



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Revisions	
1	01/12/14
2	14/11/14
3	31/01/14
4	18/01/15
5	24/01/15
6	01/07/15
7	19/01/15

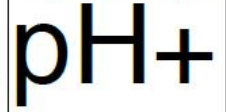
PLANNING ISSUE

KEY

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[Light blue fill]	Class C3: 1 Bed Residential units
[Medium blue fill]	Class C3: 2 Bed Residential units
[Dark blue fill]	Class C3: 3 Bed Residential units
[Yellow fill]	Class A1: Retail
[Green fill]	Flexible Class B1/D2
[Grey fill]	Garage / Car Parking
[Orange fill]	Circulation
[Light green fill]	Residential Amenity

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Project
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N6 5BW

Drawing
Proposed
First Floor Plan

Scale at A1 (A3)	Date
1:100 (1:200)	July 2015
Job Number	Drawing No. Rev
499	0201-GA 7
Drawn by	Checked by
JB	APa

Status
PLANNING

Proposed second floor

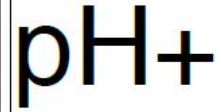


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Revisions	
1	01/01/14
2	14/11/14
3	01/02/14
4	18/02/15
5	24/02/15
6	03/07/15
7	18/08/15

KEY	
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[Light blue]	Class C3: 1 Bed Residential units
[Medium blue]	Class C3: 2 Bed Residential units
[Dark blue]	Class C3: 3 Bed Residential units
[Yellow]	Class A1: Retail
[Green]	Flexible Class B1/D2
[Grey]	Garage / Car Parking
[Orange]	Circulation
[Light green]	Residential Amenity

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Project
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Drawing
Proposed
Second Floor Plan

Scale at A1 (A3)	Date
1:100 (1:200)	July 2015

Job Number	Drawing No.	Rev
499	0202-GA	7

Drawn by	Checked by
JB	APa

Status
PLANNING

Proposed third floor



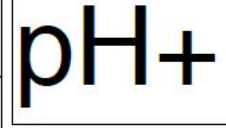
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Revisions	
1	09/04
2	16/11/14
3	03/04
4	10/05
5	06/05
6	21/05
7	10/05/15 PLANNING ISSUE

KEY

[Black line]	Existing walls
[Light Blue]	Class C3: 1 Bed Residential units
[Medium Blue]	Class C3: 2 Bed Residential units
[Dark Blue]	Class C3: 3 Bed Residential units
[Orange]	Class A1: Retail
[Light Green]	Flexible Class B1/D2
[Dark Green]	Garage / Car Parking
[Red]	Circulation
[Light Green]	Residential Amenity

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Project
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Drawing
Proposed
Third Floor Plan

Scale at A1 (A3)	Date
1:100 (1:200)	July 2015
Job Number	Drawing No. Rev
499	0203-GA 7
Drawn by	Checked by
JB	APa

Status
PLANNING

Proposed roof plan

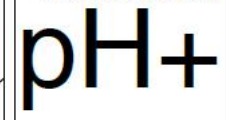


Revisions	
1 31/07/15	DESIGN DEVELOPMENT MEMO TO CLIENT FOR APPROVAL
2 16/08/15	PLANNING ISSUE

KEY

	Existing walls
	Class C3: 1 Bed Residential units
	Class C3: 2 Bed Residential units
	Class C3: 3 Bed Residential units
	Class A1: Retail
	Flexible Class B1/D2
	Garage / Car Parking
	Circulation
	Residential Amenity

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Project
191-201 Archway Road
London
N6 5SW

Drawing
Proposed
Roof Plan

Scale at A1 (A3)
1:100 (1:200)

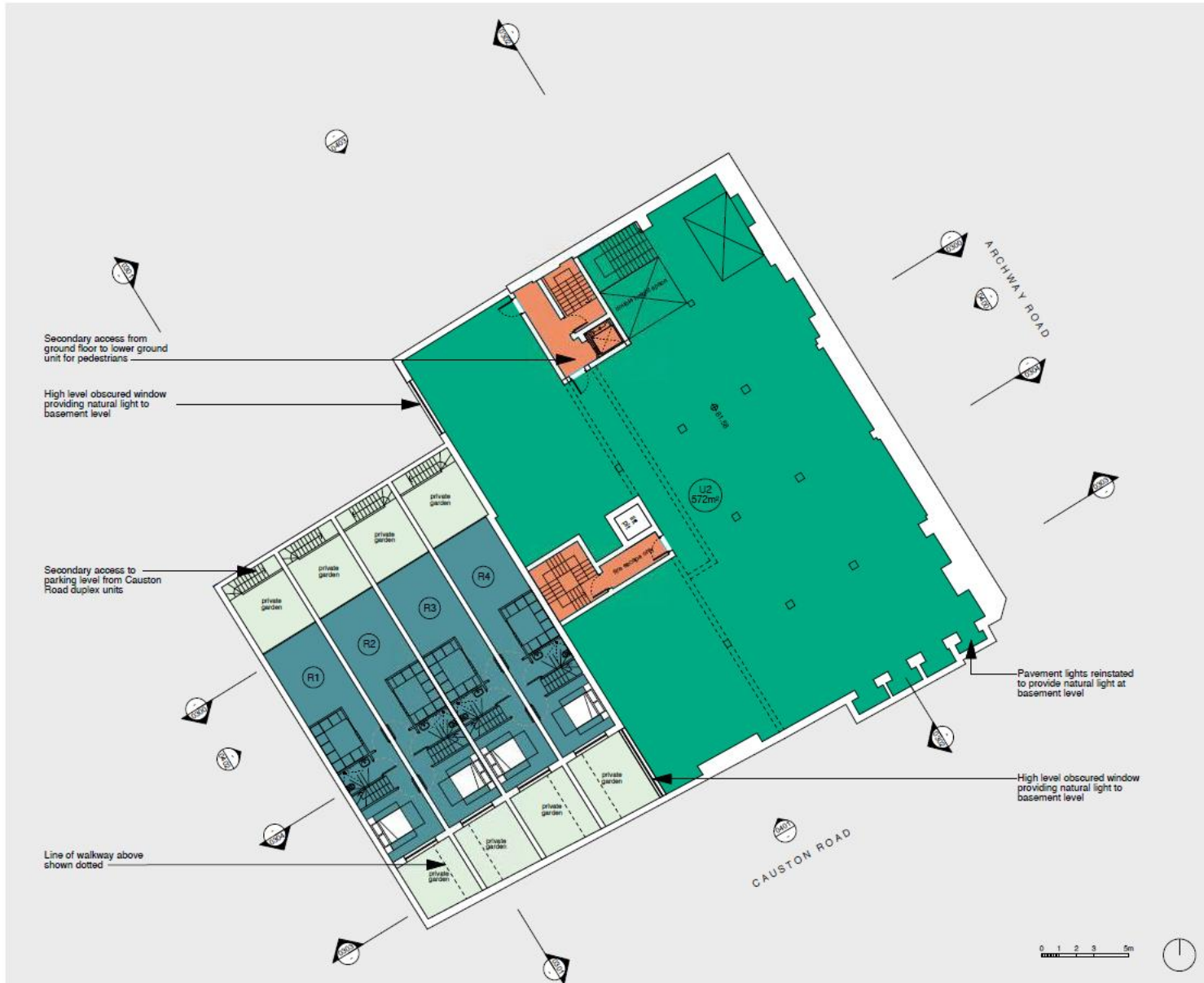
Date
July 2015

Job Number	Drawing No.	Rev
499	0204-GA-2	2

Drawn by	Checked by
JB	APa

Status
PLANNING

Proposed basement plan



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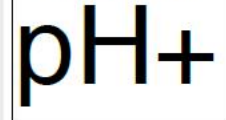
Revisions

1	28/01/14
2	28/01/14
3	01/02/14
4	22/02/14
5	01/03/14
6	14/03/14
7	07/03/14
8	18/03/15
9	24/03/15
10	31/07/15
11	18/09/15
12	10/10/15

12 10/10/15 Removal of Class D1 use

- KEY
- Existing walls
 - Class C3: 1 Bed Residential units
 - Class C3: 2 Bed Residential units
 - Class C3: 3 Bed Residential units
 - Class A1: Retail
 - Class B1: Flexible Workshop space
 - Garage / Car Parking
 - Circulation
 - Residential Amenity

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Project
191-201 Archway Road
London
N6 5BW

Drawing
Proposed
Basement Plan

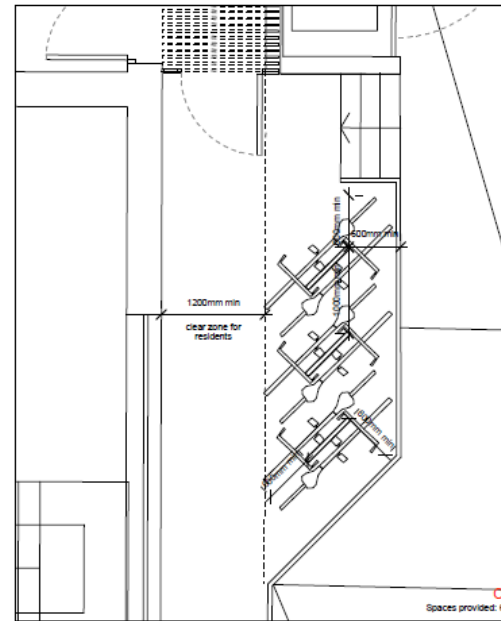
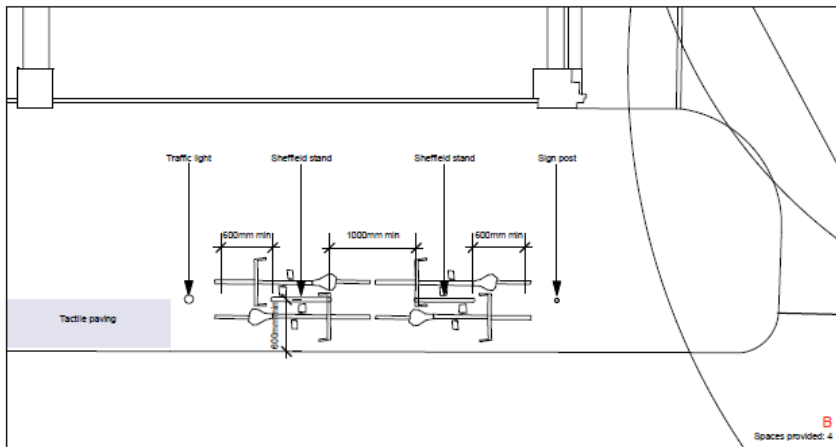
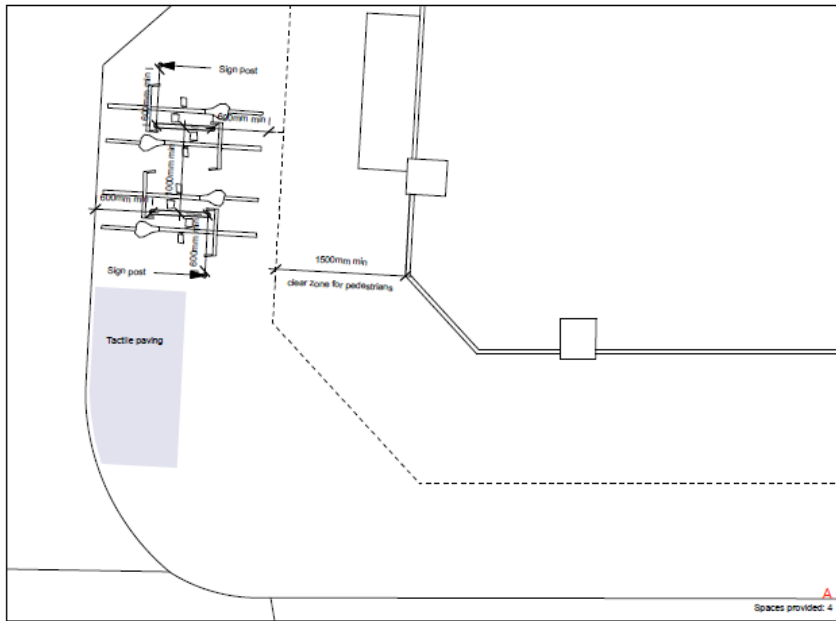
Scale at A1 (A3) 1:100 (1:200)	Date October 2015
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Job Number 499	Drawing No. 0210-GA	Rev 12
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Drawn by JB	Checked by APa
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Status
PLANNING

Proposed cycling provision



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Revisions

Cycle parking requirement

Class A1 Retail (372sqm):
 2 Long stay (1 / 175sqm) - to be provided internally
 9 Short stay (1 / 40 sqm) - provided externally

Class B1 Workshops (669sqm):
 3 Long stay - (1 / 250sqm) - to be provided internally
 1 Short stay - (1 / 1000sqm) - provided externally

Total required:

5 internal

10 external

Provided:

14 external

5 internal to be included as part of design development

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Project
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Drawing
 Proposed
 Cycling provision

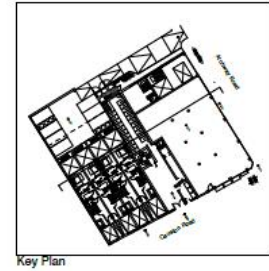
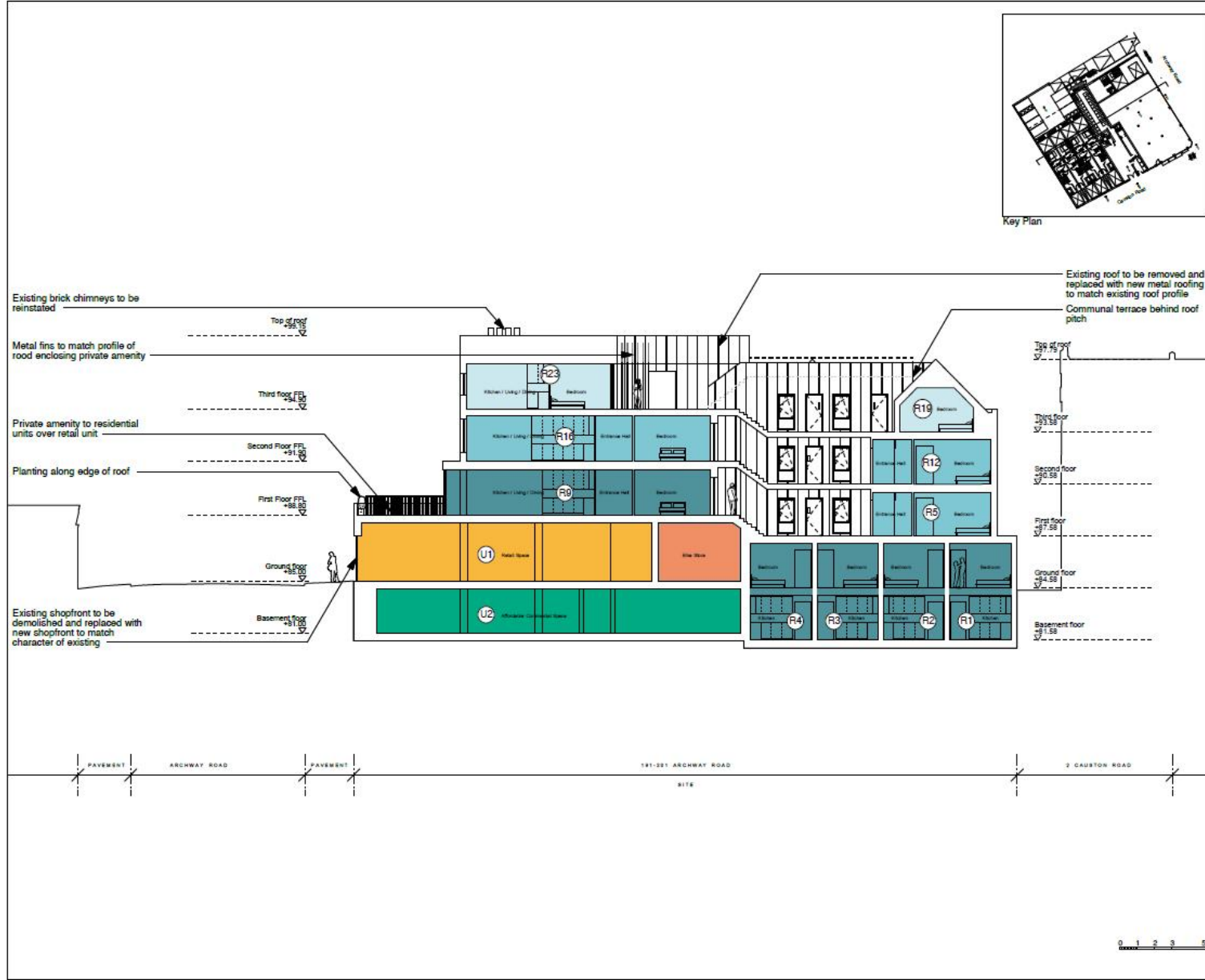
Scale at A1 (A3) Date
 1:50 (1:100) October 2015

Job Number Drawing No. Rev
 499 0220-GA

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Status
PLANNING

Revised proposed Section AA



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Revisions	
1	3/07/16 DESIGN DEVELOPMENT Refer to 101 for information
2	14/07/16 PLANNING ISSUE
3	15/11/16 Removal of G2 use

KEY	
[Light Blue]	Class C3: 1 Bed Residential units
[Medium Blue]	Class C3: 2 Bed Residential units
[Dark Blue]	Class C3: 3 Bed Residential units
[Orange]	Class A1: Retail
[Green]	Class B1: Affordable Commercial Space
[Grey]	Garage / Car Parking
[Red]	Circulation
[Light Green]	Residential Amenity

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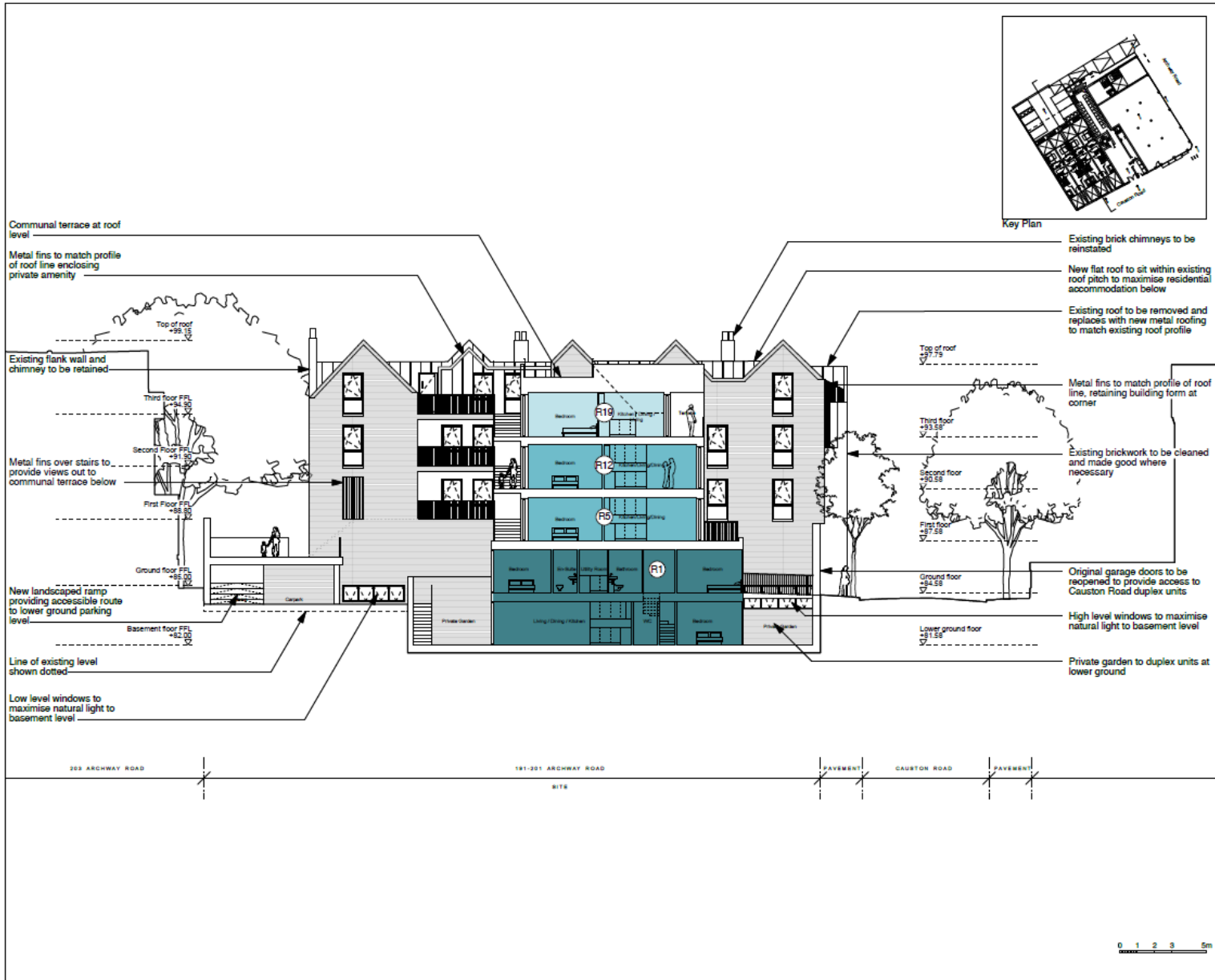
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Project
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Drawing
Proposed
Section AA

Scale at A1 (A5) 1:100 (1:200)	Date Jul 2015
Job Number 499	Drawing No. Rev 0300-GA 3
Drawn by JB	Checked by APa
Status PLANNING	

Proposed Section BB



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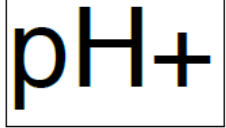
Revisions	DESCRIPTION
1	30/01/16 DESIGN DEVELOPMENT
2	19/01/16 PLANNING ISSUE

KEY

- Class C3: 1 Bed Residential units
- Class C3: 2 Bed Residential units
- Class C3: 3 Bed Residential units
- Class A1: Retail
- Flexible Class B1/D2
- Garage / Car Parking
- Circulation
- Residential Amenity

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Project
191-201 Archway Road
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Drawing
Proposed
Section BB

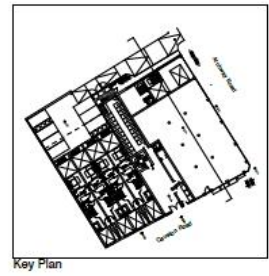
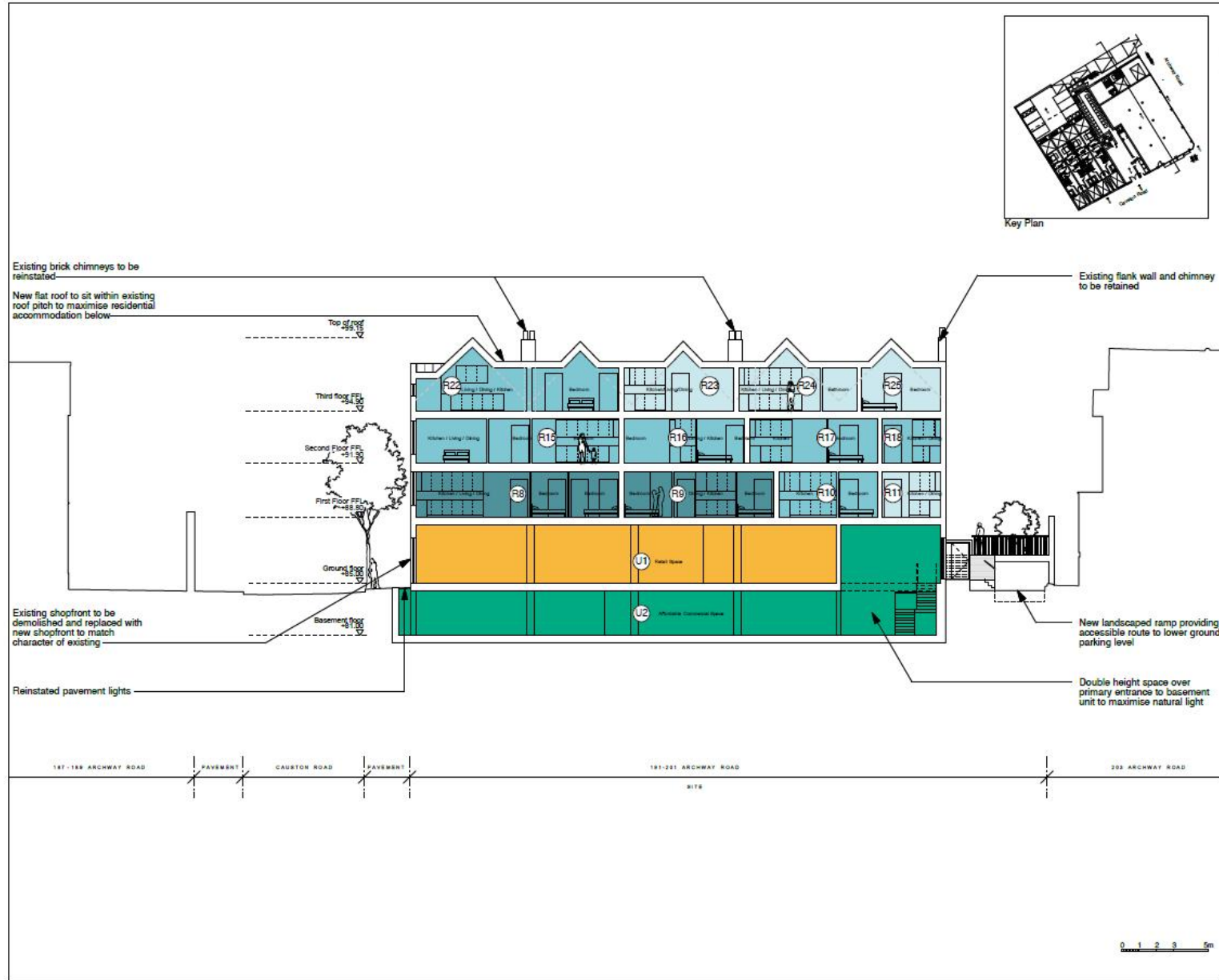
Scale at A1 (A3) 1:100 (1:200)	Date Jul 2015
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Job Number 499	Drawing No. Rev 0301-GA 2
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Drawn by JB	Checked by APa
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Status
PLANNING

Revised Section CC



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Revisions	DESCRIPTION
1 31/01/15	DESIGN DEVELOPMENT refer to Draw 1 for information
2 19/02/15	PLANNING ISSUE
3 13/11/16	Removal of Class G2 use

KEY

- Class C3: 1 Bed Residential units
- Class C3: 2 Bed Residential units
- Class C3: 3 Bed Residential units
- Class A1: Retail
- Class B1: Affordable Commercial Space
- Garage / Car Parking
- Circulation
- Residential Amenity

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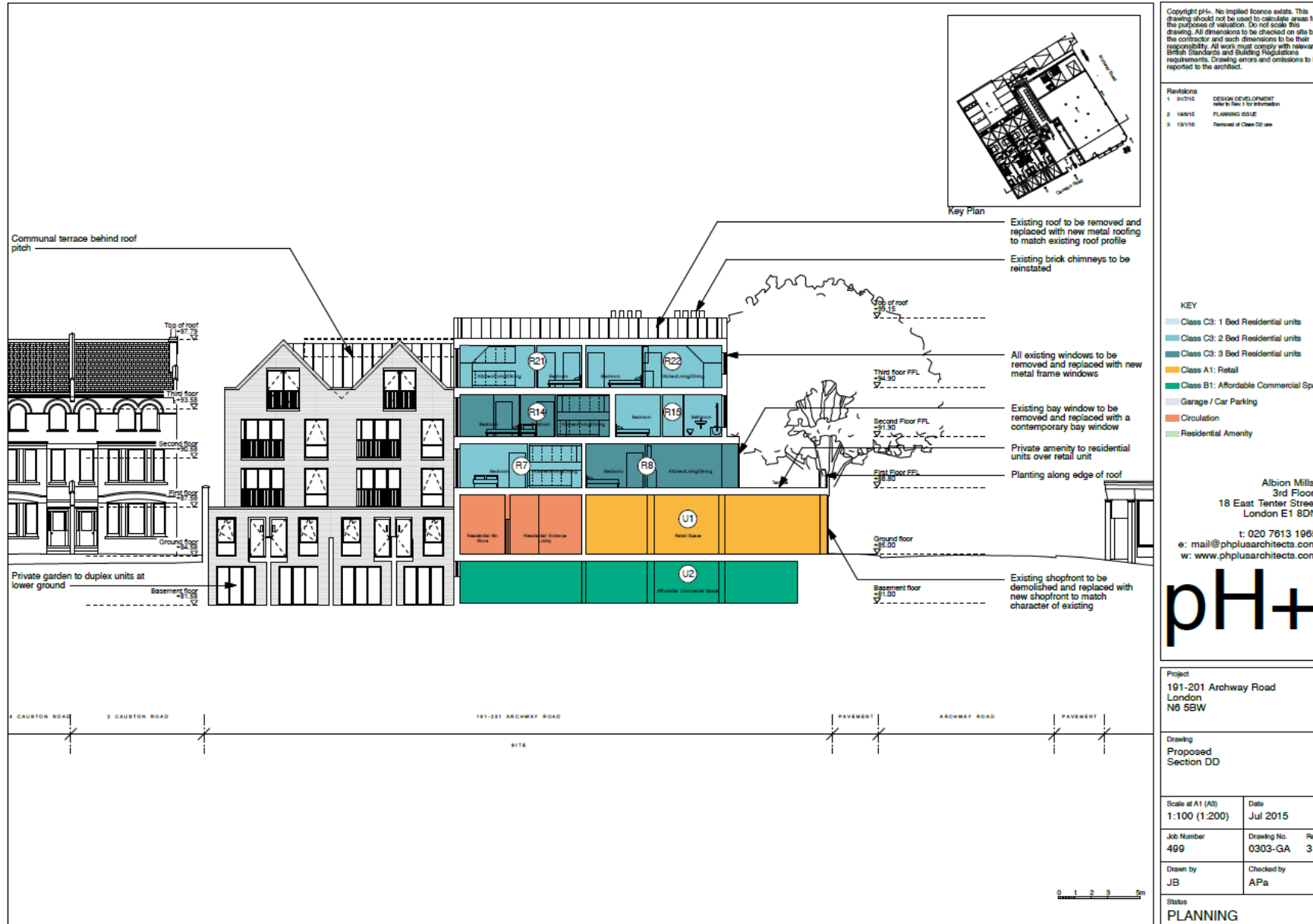
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N6 5BW

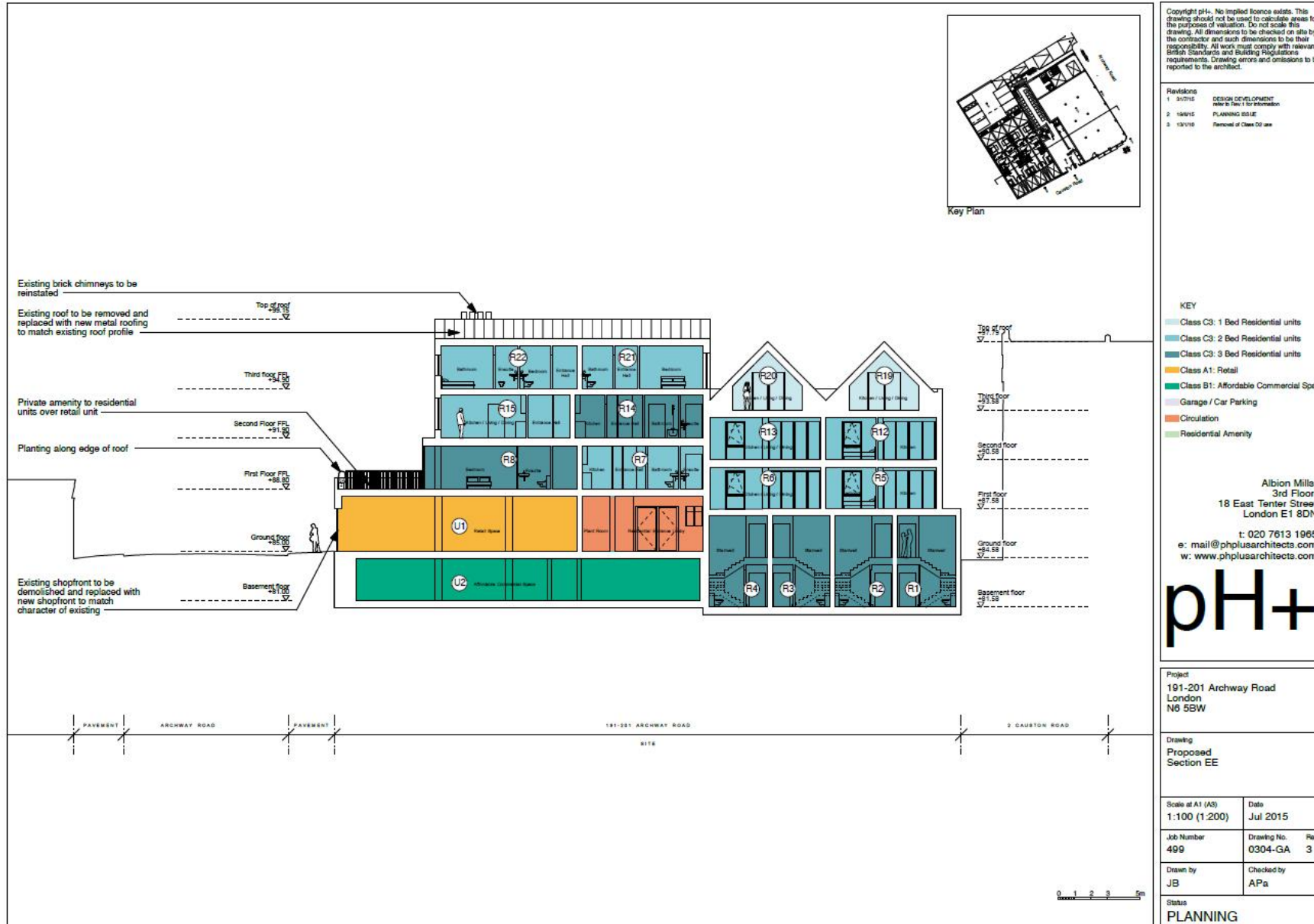
Drawing
Proposed
Section CC

Scale at A1 (A3)	Date
1:100 (1:200)	Jul 2015
Job Number	Drawing No. Rev
499	0302-GA 3
Drawn by	Checked by
JB	APa
Status	
PLANNING	

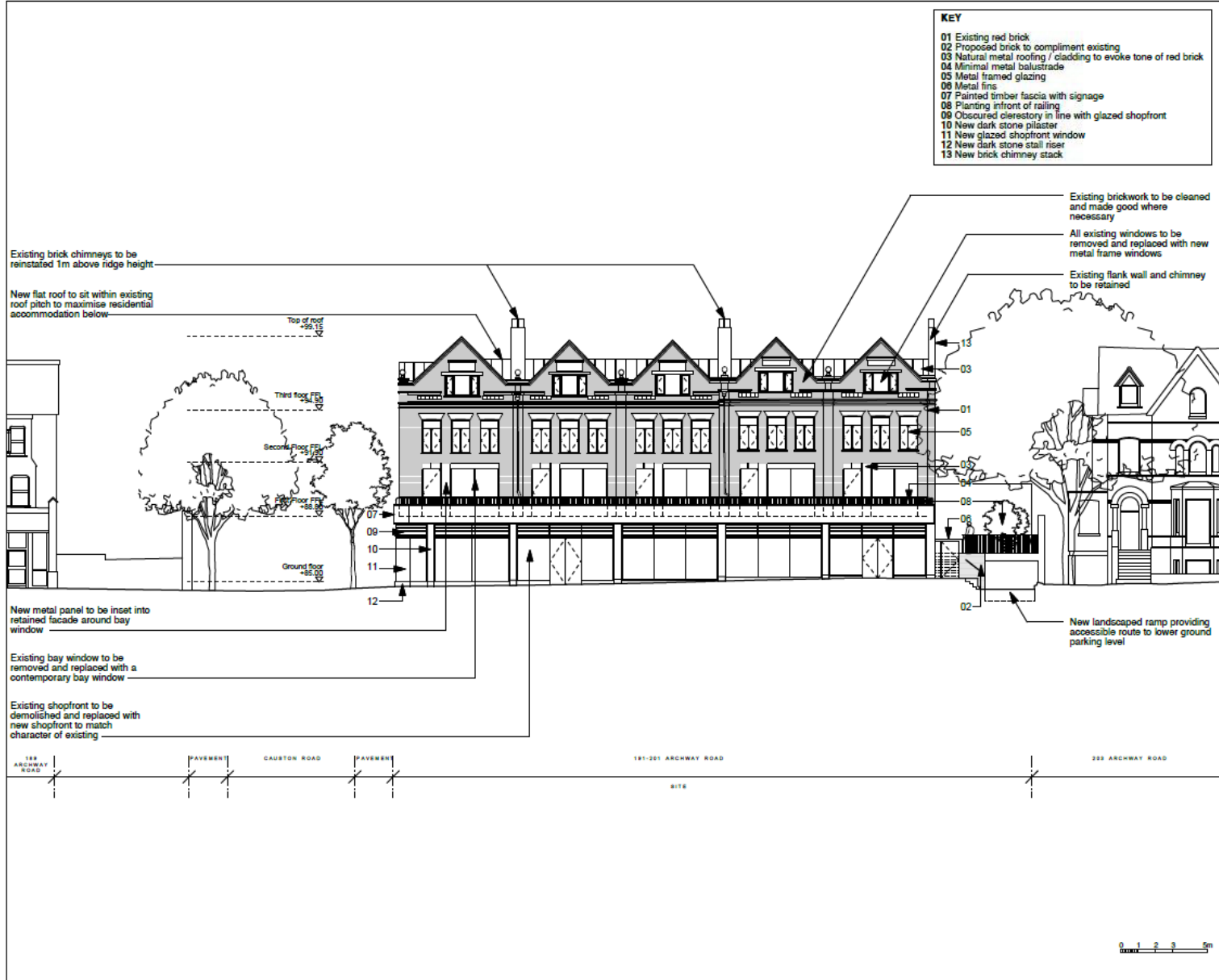
Revised Section DD



Revised Section EE



Proposed NE elevation

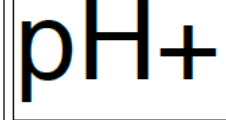


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Revisions	
1	3/10/15 DESIGN DEVELOPMENT see to sheet for information
2	19/9/15 PLANNING ISSUE
3	10/10/15 Chimney raised 1m above ridge height

Albion Mills,
3rd Floor,
18 East Tenter Street
London E1 8DN

t: 020 7613 1965
e: mail@phplusarchitects.com
w: www.phplusarchitects.com

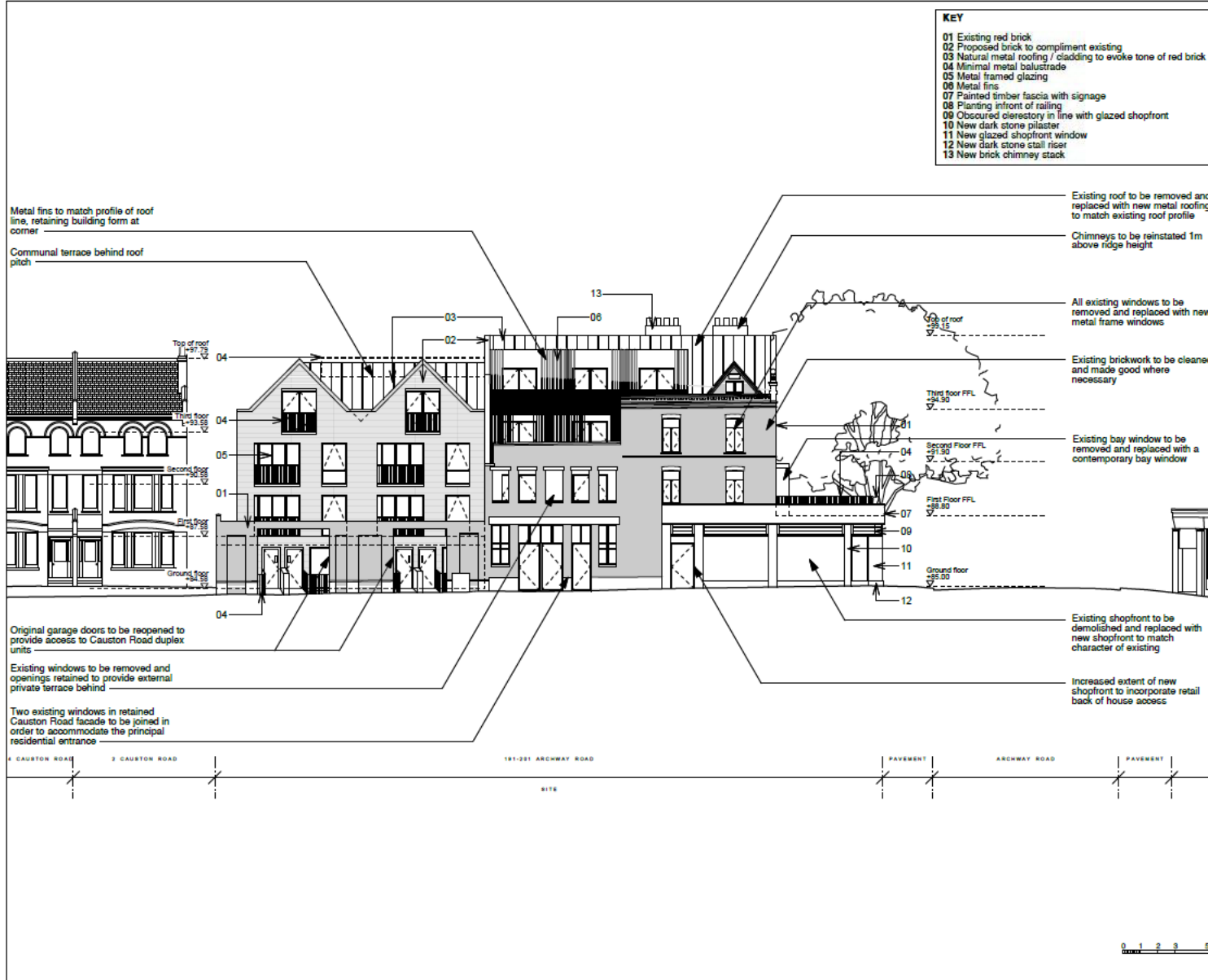


Project
191-201 Archway Road
London
N6 5SW

Drawing
Proposed
North-East Elevation

Scale at A1 (A3)	Date	
1:100 (1:200)	October 2015	
Job Number	Drawing No.	Rev
499	0400-GA	3
Drawn by	Checked by	
JB	APa	
Status	PLANNING	

Proposed NW elevation



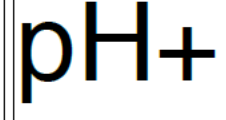
- KEY**
- 01 Existing red brick
 - 02 Proposed brick to compliment existing
 - 03 Natural metal roofing / cladding to evoke tone of red brick
 - 04 Minimal metal balustrade
 - 05 Metal framed glazing
 - 06 Metal fins
 - 07 Painted timber fascia with signage
 - 08 Planting in front of railing
 - 09 Obscured clerestory in line with glazed shopfront
 - 10 New dark stone pilaster
 - 11 New glazed shopfront window
 - 12 New dark stone stall riser
 - 13 New brick chimney stack

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Revisions

1	24/7/15	DESIGN DEVELOPMENT refer to Item 1 for instructions
2	14/8/15	PLANNING ISSUE
3	10/10/15	Obtroy raised 1m above edge height

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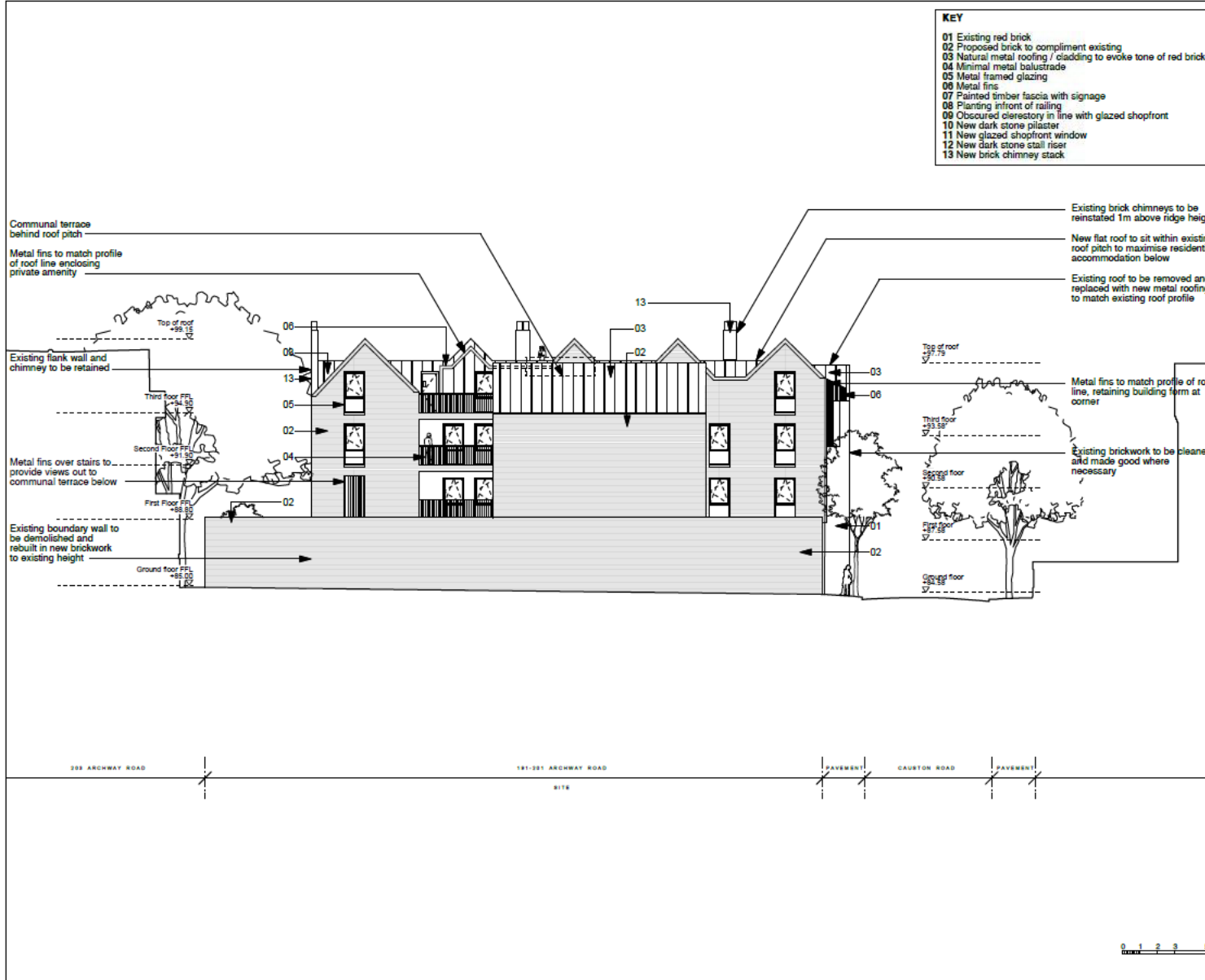
Project
191-201 Archway Road
London
N6 5BW

Drawing
Proposed
North-West Elevation

Scale at A1 (A3)	Date
1:100 (1:200)	October 2015
Job Number	Drawing No. Rev
499	0401-GA 3
Drawn by	Checked by
JB	APa

Status
PLANNING

Proposed SW elevation

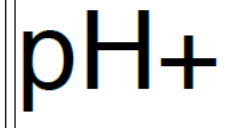


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Revisions	
1	01/15 DESIGN DEVELOPMENT refer to Rev 1 for information
2	10/15 PLANNING ISSUE
3	10/15 Chimney raised 1m above ridge height

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Project
191-201 Archway Road
London
N6 5BW

Drawing
Proposed
South-West Elevation

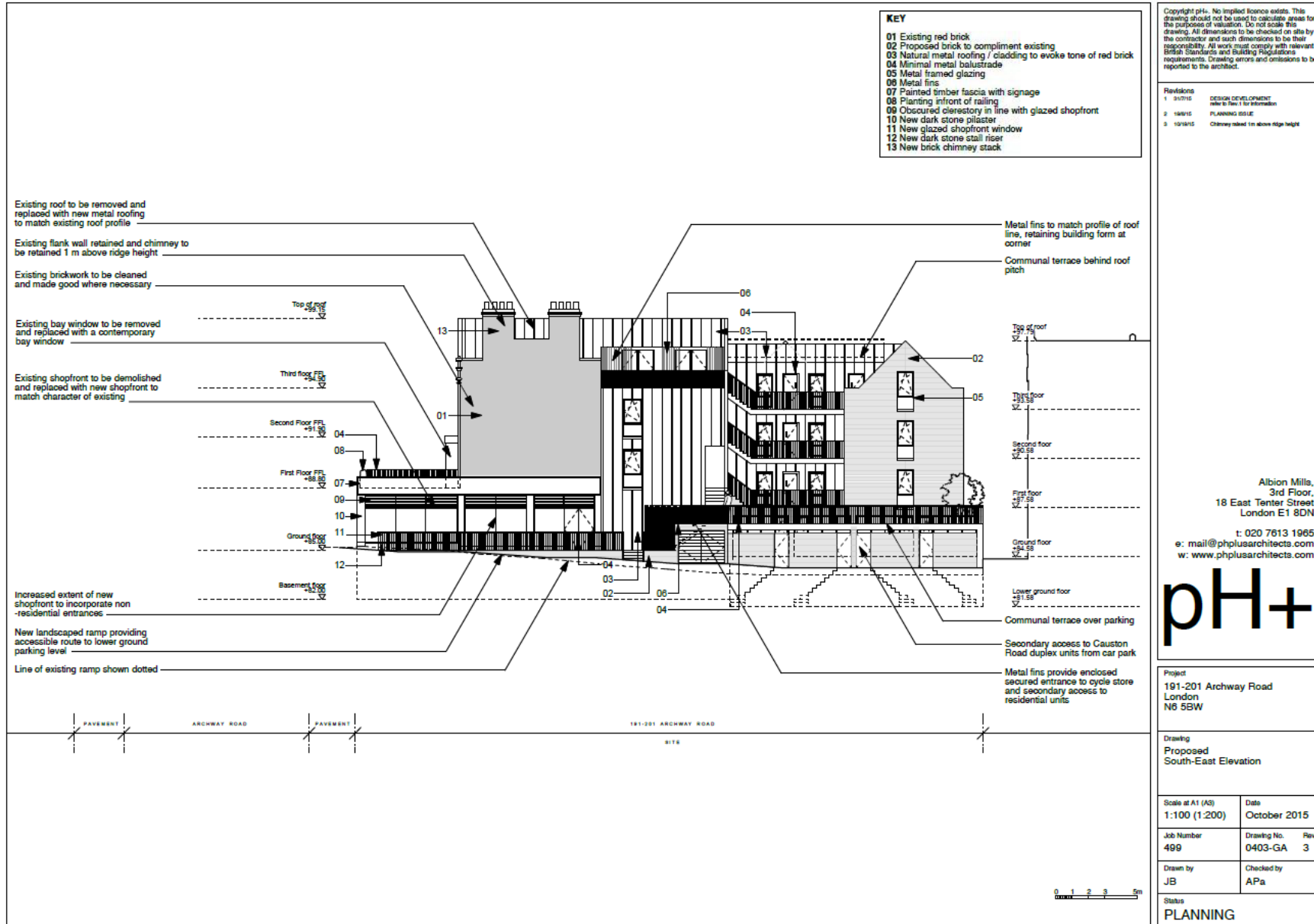
Scale at A1 (A3) 1:100 (1:200)	Date October 2015
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Job Number 499	Drawing No. Rev 0402-GA 3
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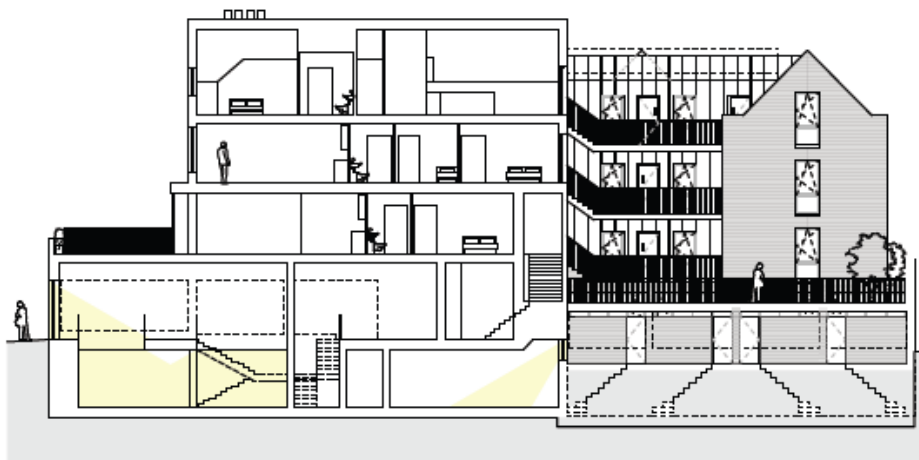
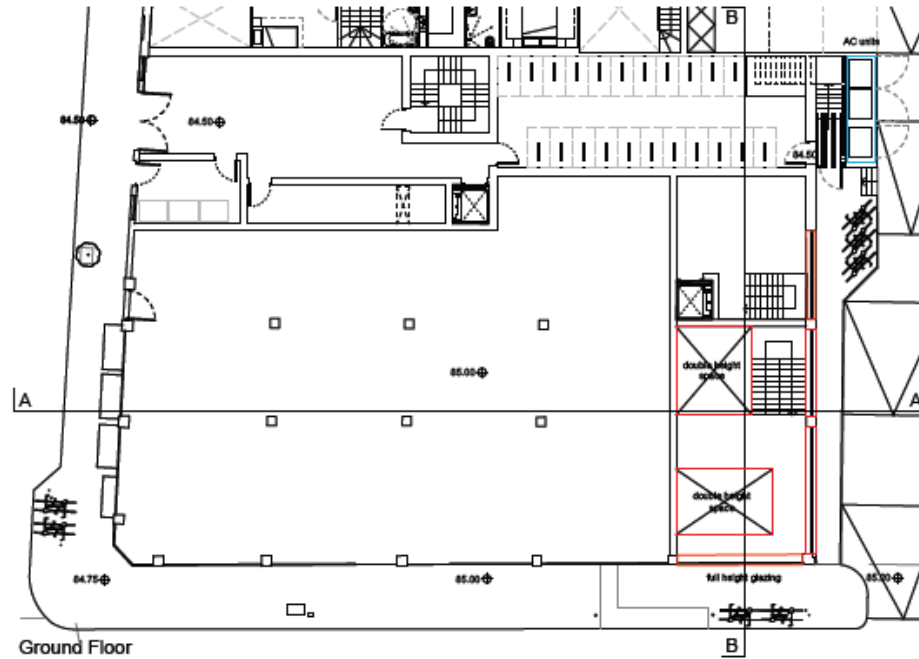
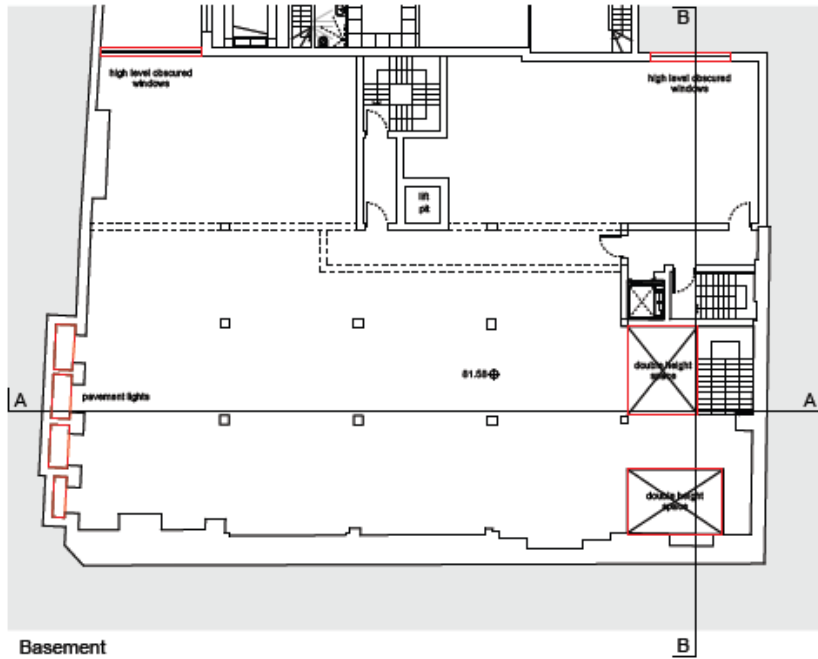
Drawn by JB	Checked by APa
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Status
PLANNING

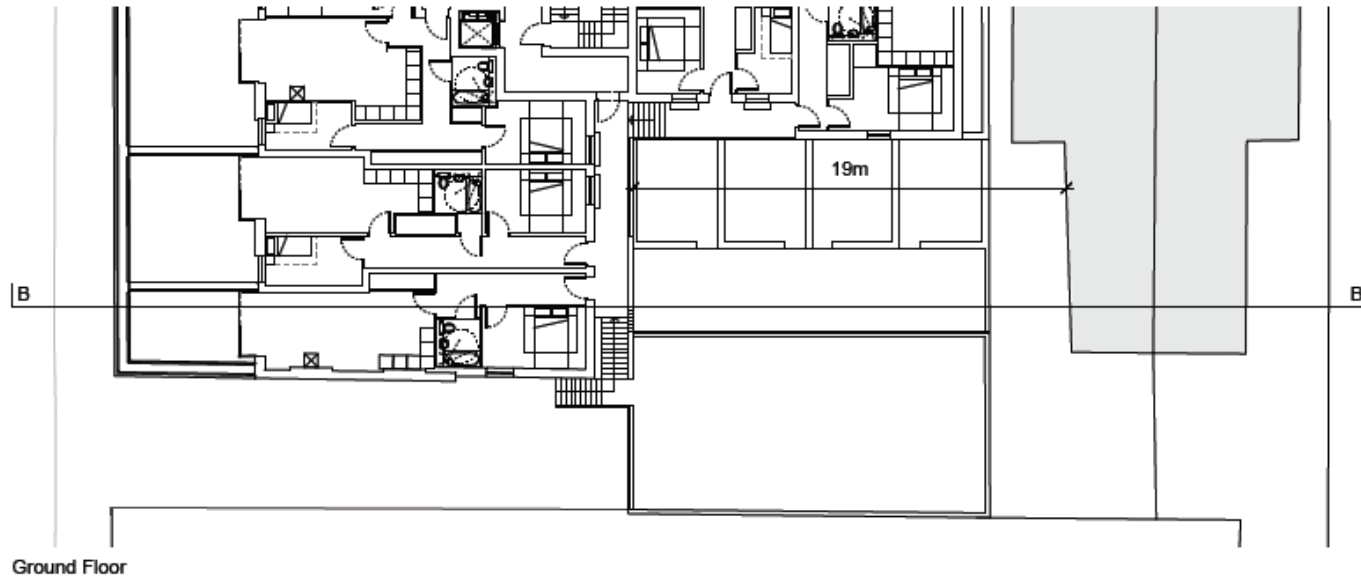
Proposed SE elevation



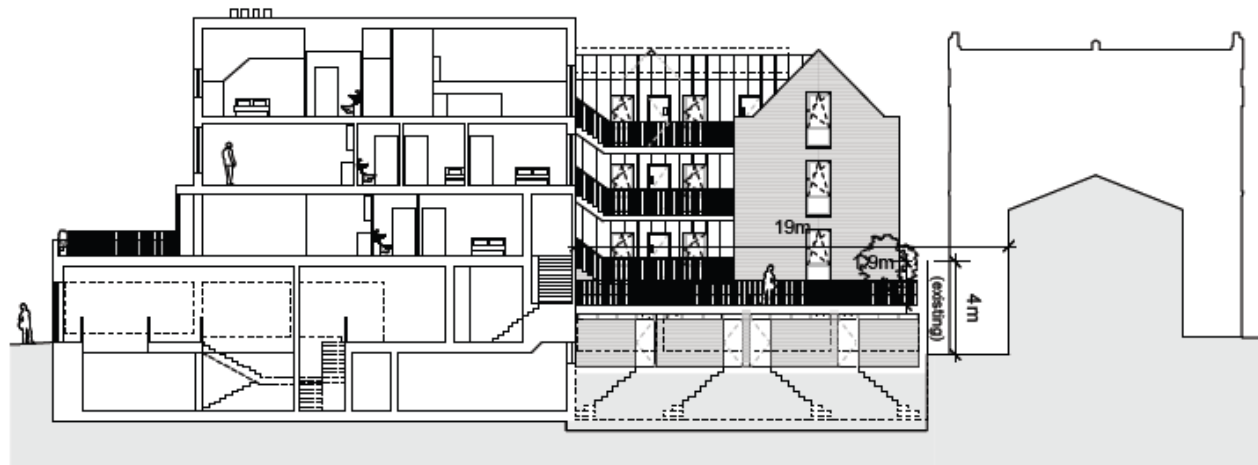
Basement and ventilation study



Overlooking study



Ground Floor



Section BB

Appendix C – Revised BRE daylight/sunlight report and addendum

Table 4.1: Vertical Sky Component – Existing and with Proposed Development

Receptor	Floor	Window	Vertical Sky Component (%)		Ratio
			Existing	Proposed	
189 Archway Road	1	1	36.02	35.05	0.97
2 Causton Road – Ground floor flat	G	1	16.16	16.16	1.00
2 Causton Road – Ground floor flat	G	2	14.34	12.93	0.90
2 Causton Road – Ground floor flat	G	3	18.97	16.33	0.86
2 Causton Road – Ground floor flat	G	4	19.67	17.78	0.90
2 Causton Road – Ground floor flat	G	5	32.52	32.52	1.00
2 Causton Road – First floor flat	1	1	34.57	33.96	0.98
2 Causton Road – First floor flat	1	2	22.99	18.81	0.82
2 Causton Road – First floor flat	1	3	27.84	22.17	0.80
2 Causton Road – First floor flat	1	4	37.37	37.37	1.00
2 Causton Road – First floor flat	1	5	37.89	37.89	1.00
2 Causton Road – Second and third floor flat	2	1	38.26	37.90	0.99
2 Causton Road – Second and third floor flat	2	2	38.56	38.34	0.99
2 Causton Road – Second and third floor flat	2	3	38.24	37.95	0.99
2 Causton Road – Second and third floor flat	2	4	38.47	38.47	1.00
2 Causton Road – Second and third floor flat	3	1	37.59	37.59	1.00
2 Causton Road – Second and third floor flat	3	2	35.01	35.01	1.00
203 Archway Road	G	1	24.42	17.59	0.72
203 Archway Road	G	2	20.00	12.10	0.60
203 Archway Road	G	3	9.18	2.49	0.27
203 Archway Road	G	4	10.98	4.51	0.41
203 Archway Road	1	1	33.33	27.64	0.83
203 Archway Road	1	2	31.13	24.04	0.77
203 Archway Road	1	3	28.00	20.67	0.74
203 Archway Road	2	1	36.56	34.50	0.94
203 Archway Road	3	1	38.67	38.23	0.99
203 Archway Road	3	2	38.74	38.37	0.99

Table 5.1: Annual Probable Sunlight Hours

Receptor	Floor	Window	Annual			Winter		
			Existing	Proposed	Ratio	Existing	Proposed	Ratio
203 Archway Road	G	1	58	46	0.79	18	16	0.89
203 Archway Road	G	2	55	40	0.73	20	13	0.65
203 Archway Road	G	3	22	11	0.50	15	6	0.40
203 Archway Road	G	4	22	9	0.41	14	2	0.14
203 Archway Road	1	1	75	69	0.92	71	61	0.86
203 Archway Road	1	2	71	61	0.86	24	20	0.83
203 Archway Road	1	3	63	54	0.86	25	18	0.72
203 Archway Road	2	1	81	81	1.00	26	26	1.00
203 Archway Road	3	1	83	83	1.00	28	28	1.00
203 Archway Road	3	2	83	83	1.00	28	28	1.00

Table 6.1: APSH for the proposed development

Flat / Duplex No.	Room Reference (window ref if more than one)	Floor	Annual APSH	Winter APSH
1	1	LG	N/A	N/A
1	2	LG	3	0
2	3	LG	N/A	N/A
2	4	LG	11	0
3	5	LG	N/A	N/A
3	6	LG	27	0
4	7	LG	N/A	N/A
4	8	LG	11	0
1	9	G	N/A	N/A
1	10	G	31	0
2	11	G	N/A	N/A
2	12	G	68	19
3	13	G	N/A	N/A
3	14	G	67	21
4	15	G	N/A	N/A
4	16	G	50	21
5	17	1	N/A	N/A
5	18	1	28	18
5	19	1	75	26

Flat / Duplex No.	Room Reference (window ref if more than one)	Floor	Annual APSH	Winter APSH
6	20	1	N/A	N/A
6	21a	1	25	17
6	21b	1	55	24
6	22	1	N/A	N/A
7	23	1	50	22
7	24a	1	55	23
7	24b	1	31	11
7	25	1	32	17
8	26	1	81	27
8	27a	1	79	25
8	27b	1	33	6
8	27c	1	33	6
8	28	1	25	0
8	29	1	33	6
9	30	1	25	0
9	31	1	33	6
9	32	1	25	5
9	33	1	20	3
10	34	1	33	6
10	35	1	21	7
10	36	1	25	0
11	37	1	N/A	N/A
11	38	1	33	6
12	39	2	N/A	N/A
12	40	2	30	20
12	41	2	78	20
13	42	2	N/A	N/A
13	43	2	N/A	N/A
13	44a	2	25	17
13	44b	2	57	24
14	45	2	50	23
14	46a	2	60	24
14	46b	2	58	21
14	47	2	50	23
14	48	2	50	25
15	49	2	82	28

Flat / Duplex No.	Room Reference (window ref if more than one)	Floor	Annual APSH	Winter APSH
15	50a	2	82	28
15	50b	2	33	6
15	50c	2	33	6
15	51a	2	33	6
15	51b	2	33	6
15	51c	2	33	6
16	52a	2	33	6
16	52b	2	33	6
16	53	2	33	6
16	54	2	16	4
17	55	2	20	11
17	56a	2	33	6
17	56b	2	33	6
17	56c	2	33	6
17	57	2	33	6
18	58	2	N/A	N/A
18	59a	2	33	6
18	59b	2	33	6
18	60	2	65	24
19	61	3	N/A	N/A
19	62	3	33	14
20	63	3	30	12
20	64	3	N/A	N/A
21	65	3	50	16
21	66	3	79	25
21	67	3	80	26
22	68	3	72	22
22	69a	3	82	28
22	69b	3	33	6
22	70	3	33	6
23	71	3	33	6
23	72	3	50	9
24	73	3	57	18
24	74	3	33	6
25	75a	3	66	24
25	75b	3	N/A	N/A

Flat / Duplex No.	Room Reference (window ref if more than one)	Floor	Annual APSH	Winter APSH
25	75c	3	N/A	N/A
25	76	3	33	6

Note: N/A – not applicable

Table 6.2: Overshadowing Assessment for Communal Amenity Area

Time	Proposed % of total amenity space in sunlight
7am	0.0
8am	0.0
9am	24.9
10am	62.9
11am	91.7
12 noon	94.3
1pm	100.0
2pm	100.0
3pm	100.0
4pm	97.7
5pm	97.5
6pm	0.0

Table 6.3: Average Daylight Factor for Habitable rooms of the proposed Development

Flat / Duplex No.	Room Reference	Room Type	Floor	Recommended ADF (%)	Modelled ADF (%)
1	1	Living	LG	1.5	1.7
1	2	Bed	LG	1.0	1.1
2	3	Living	LG	1.5	1.7
2	4	Bed	LG	1.0	2.0
3	5	Living	LG	1.5	1.7
3	6	Bed	LG	1.0	2.2
4	7	Living	LG	1.5	1.4
4	8	Bed	LG	1.0	1.9
1	9	Bed	G	1.0	3.8
1	10	Bed	G	1.0	1.4
2	11	Bed	G	1.0	4.2
2	12	Bed	G	1.0	1.9
3	13	Bed	G	1.0	4.0
3	14	Bed	G	1.0	1.9
4	15	Bed	G	1.0	3.4
4	16	Bed	G	1.0	1.5

Flat / Duplex No.	Room Reference	Room Type	Floor	Recommended ADF (%)	Modelled ADF (%)
5	17	Bed	1	1.0	1.2
5	18	LKD	1	2.0	4.5
5	19	Bed	1	1.0	2.9
6	20	Bed	1	1.0	1.6
6	21	LKD	1	2.0	4.8
6	22	Bed	1	1.0	0.9
7	23	Bed	1	1.0	1.2
7	24	Bed	1	1.0	2.0
7	25	LKD	1	2.0	1.4
8	26	Bed	1	1.0	1.4
8	27	LKD	1	2.0	2.5
8	28	Bed	1	1.0	3.3
8	29	Bed	1	1.0	6.7
9	30	Bed	1	1.0	2.8
9	31	LKD	1	2.0	4.2
9	32	Bed	1	1.0	3.7
9	33	Bed	1	1.0	0.7
10	34	LKD	1	2.0	4.5
10	35	Bed	1	1.0	0.8
10	36	Bed	1	1.0	3.4
11	37	Bed	1	1.0	1.2
11	38	LKD	1	2.0	4.4
12	39	Bed	2	1.0	1.6
12	40	LKD	2	2.0	2.8
12	41	Bed	2	1.0	3.0
13	42	Bed	2	1.0	1.5
13	43	Bed	2	1.0	0.9
13	44	LKD	2	2.0	3.7
14	45	Bed	2	1.0	1.6
14	46	Bed	2	1.0	4.5
14	47	Bed	2	1.0	1.7
14	48	LKD	2	2.0	2.1
15	49	Bed	2	1.0	1.6
15	50	Bed	2	1.0	3.4
15	51	LKD	2	2.0	3.2
16	52	LKD	2	2.0	1.9

Flat / Duplex No.	Room Reference	Room Type	Floor	Recommended ADF (%)	Modelled ADF (%)
16	53	Bed	2	1.0	1.7
16	54	Bed	2	1.0	0.7
17	55	Bed	2	1.0	0.8
17	56	LKD	2	2	6.6
17	57	Bed	2	1.0	1.8
18	58	Bed	2	1.0	1.9
18	59	LKD	2	2.0	2.3
18	60	Bed	2	1.0	1.8
19	61	Bed	3	1.0	1.8
19	62	LKD	3	2.0	2.0
20	63	LKD	3	2.0	2.0
20	64	Bed	3	1.0	1.0
21	65	Bed	3	1.0	1.4
21	66	LKD	3	2.0	3.1
21	67	Bed	3	1.0	5.1
22	68	Bed	3	1.0	5.4
22	69	LKD	3	2.0	2.2
22	70	Bed	3	1.0	2.8
23	71	LKD	3	2.0	1.7
23	72	Bed	3	1.0	1.7
24	73	Bed	3	1.0	1.7
24	74	LKD	3	2.0	1.9
25	75	LKD	3	2.0	7.4
25	76	Bed	3	1.0	2.0

*LKD = Living Room/Kitchen/Dining Room

Table 1: Daylight and Sunlight Assessment for 2 Causton Road

Floor	Window	VSC			Annual			Winter		
		Existing	Proposed	Ratio	Existing	Proposed	Ratio	Existing	Proposed	Ratio
G	1	35.34	34.63	0.98	72	72	1.00	24	24	1.00
G	2	34.07	33.22	0.98	69	69	1.00	24	24	1.00
G	3	31.66	30.83	0.97	67	67	1.00	24	24	1.00
1	1	33.95	33.95	1.00	67	67	1.00	23	23	1.00
1	2	38.18	37.27	0.98	81	77	0.95	27	27	1.00
1	3	38.10	36.57	0.96	81	77	0.95	27	27	1.00
1	4	38.00	35.31	0.93	80	75	0.94	26	26	1.00
2	1	38.77	38.25	0.99	82	79	0.95	28	28	1.00
2	2	38.66	37.32	0.97	82	78	0.95	28	28	1.00
2	3	38.59	36.18	0.94	82	76	0.93	28	28	1.00
3	1	35.30	35.26	1.00	76	76	1.00	28	28	1.00
3	2	37.90	37.29	0.98	78	79	1.00	28	28	1.00

Appendix 1: Development Site Plan with Relevant Receptors




Appendix 2: Existing Surrounding Buildings – Window Locations – Receptor 1



Client: Archway Apartments Ltd		Description: Existing Window Location – R1		Design	CP	27.11.2015		
				Drawn	CP	27.11.2015		
Rev: A	Description: FINAL	Project: 191-201 Archway Road, Haringey		Checked	GP	27.11.2015	Appendix Two	
				Approved	GP	27.11.2015	Scale	Not to Scale


Appendix 2: Existing Surrounding Buildings – Window Locations – Receptor 2



Client: Archway Apartments Ltd		Description: Existing Window Locations – R2		Design	CP	27.11.2015		
Rev: A		Description: FINAL		Drawn	CP	27.11.2015		
		Project: 191-201 Archway Road, Haringey		Checked	GP	27.11.2015	Appendix Two	
				Approved	GP	27.11.2015	Scale	Not to Scale

Appendix 2: Existing Surrounding Buildings – Window Locations – Receptor 2



Client: Archway Apartments Ltd		Description: Existing Window Locations – R2		Design	CP	27.11.2015		
Rev: A		Description: FINAL		Drawn	CP	27.11.2015		
Project: 191-201 Archway Road, Haringey				Checked	GP	27.11.2015	Appendix Two	
				Approved	GP	27.11.2015	Scale	Not to Scale

Appendix 2: Existing Surrounding Buildings – Window Locations – Receptor 3





Client: Archway Apartments Ltd		Description: Existing Window Locations – R3		Design	CP	27.11.2015	
Rev: A		Description: FINAL		Drawn	CP	27.11.2015	
Project: 191-201 Archway Road, Haringey				Checked	GP	27.11.2015	Appendix Two
				Approved	GP	27.11.2015	Scale Not to Scale

Figure 1 – Window Locations – 2 Causton Road



Client: Archway Apartments Ltd		Description: Existing Window Location – 2 Causton Road	Design	CP	18.01.2016	
Rev: A	Description: FINAL					
Project: 191-201 Archway Road, Haringey		Checked	GP	18.01.2016	Appendix Two	

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2015/3096**Ward:** Tottenham Hale**Address:** Harris Academy and Part of Ashley Road Depot Ashley Road N17 9LN

Proposal: Demolition of existing buildings on the Ashley Road Depot site in association with the change of use from sui generis to Class D1 (school) and construction of sports hall, sports pitches and floodlights. Construction of infill extensions at first and second floor levels of existing building (previously converted to D1 (school) use using permitted development), construction of a three storey extension to provide additional educational floor space and other minor works

Applicant: Harris Federation**Ownership:** Private and Council**Case Officer Contact:** Robbie McNaugher**Site Visit Date:** 22/10/2015**Date received:** 21/10/2015 **Last amended date:** NA

Drawing number of plans: 0103 rev P01, 0104 rev P01, AE(05)A01 Rev E, AE(9-)A01 Rev C, AG(0-)A02 Rev I, AG(0-)A03 Rev I, AG(0-)A04 Rev I, AG(0-)A05 Rev J, AG(0-)A06 Rev D, AG(05)A02 Rev F, AG(05)A03 Rev D, AG(9-)A10 Rev G, AG(9-)A51 Rev D, AG(9-)A52 Rev D, AG(9-)A53 Rev D, AG(9-)A54 Rev D, AG(9-)A56 Rev D and AG(9-)A57 Rev D

1.1 This application has been brought to committee because the Council is a landowner and the proposal is major development.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for the provision of education facilities in National and Local Policy. The school facilities would support the regeneration of Tottenham Hale by meeting current and future educational needs
- The design is high quality which will contribute to the regeneration of the area
- The proposed sports facilities meet the needs of the school while providing a valuable community facility to the area. The proposal does not harm the existing facilities at Down Lane Park in accordance with the above policies.

- The proposed buildings would not impact on neighbouring amenity and the proposed floodlighting would not have a material impact on neighbouring properties
- The transportation and highways authority would not object to this application subject to a condition, S.257, S.106, S.257, S.278/S.38 obligations in relation to the diversion of the existing public right of way
- The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.
- The proposal is acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section S.106 planning obligation..
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 25/02/105 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction management plan
- 5) Contamination 1
- 6) Contamination 2
- 7) Boilers
- 8) Chimneys
- 9) Control of Dust
- 10) Considerate contractors
- 11) Plant and machinery emissions 1
- 12) Plant and machinery emissions 2
- 13) Piling method statement
- 14) BREEM
- 15) Flood Risk Management Plan (FRMP)

- 16) Biodiversity mitigation
- 17) Energy statement
- 18) Overheating strategy
- 19) Tree protection
- 20) Replacement trees
- 21) Sport Hall construction
- 22) Drainage details
- 23) Drainage maintenance
- 24) Drainage compliance
- 25) Floodlights use hours
- 26) MUGA hours
- 27)

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Thames Water
- 7) Piling
- 8) Asbestos

Section 106 Heads of Terms:

- 1) £14,400 CO2 offsetting (£1,800 x 8 Tonnes)
- 2) Community Use Plan to secure the following:
 - a. Community Use outside of School Core Times
 - b. Affordable pricing Marketing and promote the sports facilities
 - c. An easy and accessible advance booking arrangement for Casual Use and block bookings
 - d. Profits must be re-invested into maintaining and improving the facilities
 - e. A management committee consisting of the school, the LPA and potentially a Cllr or community group.
- 3) Local labour during construction
- 4) A school travel plan to include:
 - a) The school must appointment a travel plan co-ordinator to monitor the travel plan initiatives annually.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables.
 - d) The developer is required to pay a sum of; £3,000 (three thousand pounds) for monitoring this must be secured by S.106/ Unilateral Undertaking agreement

e) Type of cycle parking layout must be submitted for approval before the development is occupied.

- 5) Obligation to enter into highway agreements as follows:
- a. S38 and S.278 agreements to secure the highway requirements associated with the diversion of the public right of way referred to; and
 - b. S 278 dealing with local highway safety improvements, as per drawing (HARY-001):
 - 1) Traffic calming measures on Ashley Road, including raised tables at this junction with Burdock Road.
 - 2) New zebra crossing at Burdock Road and on Ashley Road
 - 3) Widening the footway on the east of Ashley Road between Burdock Road and the junction of Burdock Road with Hale Road.
 - 4) Guard Railings on Burdock Road and Watermead way
 - 5) New Traffic management measures on Ashley Road.

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

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

1. In the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.
2. In the absence of the provision of a community use plan the proposal would fail to provide community sports facilities for Haringey's communities as such, the proposal would fail provide a provision a multi-purpose community facility contrary to Policy SP16 of the Haringey Local Plan 2013, Saved UDP Policies 2006 and Policy 3.19 of the London Plan 2015.
3. In the absence of the provision for local employment the proposal would fail to assist the local employment aims for the area contrary to London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant

planning considerations, and

(ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

- 2.7 That in the event that the s106 agreement referred to in 2.1 above is executed and completed and the planning permission referred to in 2.1 above is issued authority be given to (i) make, issue and serve the necessary order under s257 Town and Country Planning Act 1990 (as amended) to secure the diversion of the public right of way referred to and (ii) to dealing with the relevant consultation and resulting representation and or objections thereto, and preparation for and representation at any resulting public inquiry.

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- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes
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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.2 This is an application for works relating to the former office building at the Lea Valley Technopark and part of the Council's Ashley Road Depot. The office building has been converted to school use (use class D1) using permitted development rights and is now occupied by the Harris Academy Free School and a nursery accommodating 725 pupils (180 primary and 545 secondary). The proposal involves the construction of infill extensions at first and second floor levels of the existing building to increase the height of some areas from 2 storeys to 3 and construction of a three storey extension to the rear to provide additional educational floor space. The proposal would accommodate 1570 pupils (420 primary and 1150 secondary).

3.1.3 On the Ashley Road Depot site the proposal is for the demolition of existing council depot buildings and the change of use to Class D1 (school) and construction of a 2 storey sports hall, sports pitches and floodlights. The existing depot provision will move to the site on Marsh Lane where planning permission has been approved for a replacement depot.

3.1.4 The proposal also involves the diversion of a public right of way, moving the existing path at the rear (east) of the site to the east to provide internal circulation within the school site along the line of the existing path. The existing public right of way running east west across the site is retained.

3.1.5 The proposal involves the removal of 5 individual trees, one group of trees and one hedge and proposed new landscaping around the site.

3.2 Site and Surroundings

3.2.1 The site has an area of approximately 2 ha (4.94 acres). It comprises the former Lee Valley Technopark which is now in use as the Harris Academy Free School and part of the existing Ashley Road Depot north of the Technopark. It is enclosed by Ashley Road to the west, Park View Road to the north, Burdock Road to the south and to the east the site boundary largely follows an existing path with links from Burdock Road to Park View Road and the Lee Valley Regional Park.

3.2.2 The former Lee Valley Technopark is a 1980s business park located at the corner of Ashley Road and Burdock Road, with car parking and landscaping to the east and north of the main building. The building is part 2, part 3 storey with its principal elevation fronting Ashley Road. The building has a floor area of approximately 7,000 sqm of educational floor space (Class D1), as approved under application reference HGY/2015/0959.

- 3.2.3 The Ashley Road Depot is used in connection with cleaning and waste collection services in the Borough. The area of the depot which forms part of this application is directly north of the Technopark covering an area just east of the entrance to the depot. On 27 March 2015 the Council entered into a Sale and Purchase with the Harris Federation for the disposal of part of the Ashley Road Depot site to Harris Federation. The sale is conditional on Harris Federation obtaining acceptable planning permission for construction of sports facilities on the part of the Ashley Road Depot which is the subject of the disposal.
- 3.2.4 The site has a Public Transport Accessibility Level (PTAL) of 4. Tottenham Hale Station is situated nearby providing access to mainline stations and the London Underground Victoria Line. There are bus stops located on Burdock Road and the A1055.
- 3.2.5 The site has no environmental designations but to the west is Down Lane Park which is a Local Site of Importance for Nature Conservation (SINC) and an area of Significant Open Land. To the east is Railway Lane which is a Borough Grade II SINC, the Lea Valley Regional Park and the Walthamstow Wetlands Walthamstow Marshes and Reservoirs which form part of the Lee Valley Special Protection Area (SPA), Ramsar site, Important Bird Area and Walthamstow Reservoirs Site of Special Scientific Interest (SSSI).
- 3.2.6 The application site is part of a larger site allocation (TH7) in the emerging Tottenham Area Action Plan DPD ("AAP"). The proposed allocation is the creation of a new educational facility, new residential development complementing the amenity of Down Lane Park, and the extension of Ashley Rd as a pedestrian and cycling connection north through to Park View Rd. The pre submission draft of the AAP was considered by the Council at its meeting on 23rd November 2015 and was published for Reg 19 consultation 8th January 2016.

3.4 Relevant Planning and Enforcement history

The site has a lengthy planning history, the most recent applications are as follows:

- HGY/2015/0959 PN GRANT 01-06-15 Lee Valley Technopark Ashley Road London Prior approval for change of use from Class B1 (offices) to use as state funded school
- HGY/2015/1938 GTD 21-08-15 Lee Valley Technopark Ashley Road London Minor external works associated with use as a school.
- HGY/2015/2543 EIA NOT REQ 19-10-15 Harris Academy Tottenham Ashley Road London Request for Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended)

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Head of Carbon Management
LBH Tottenham Team
LBH EHS - Noise & Pollution
LBH Flood and Surface Water
LBH Waste Management
LBH Parks
LBH Nature Conservation
LBH Emergency Planning and Business Continuity
LBH Building Control
Shasha 48 Station Road London N22
LBH EHS - Contaminated Land
LBH Transportation
Fire Brigade
Designing Out Crime Officer
Environment Agency
Thames Water Utilities
Sport England
Friends Of Down Lane Park

The following responses were received:

Internal:

1) Transport

No objections subject to a condition and S.257, S.106, S.278 and S.38 obligations.

2) Education Services

Support for the proposal.

3) Carbon Management Team

No objections subject to conditions to ensure the provision of the sustainability measures proposed and an overheating strategy.

4) EH Pollution

No objections subject to conditions and informatives.

5) Waste Management

No objections

6) Drainage and Surface Water Management

No objections subject to further drainage details.

7) Emergency Planning

No objections subject to further mitigation.

8) Sport and Physical Activity Commissioning Manager

Satisfied with the proposed PE and Sports Facilities Strategy

External:

9) TFL

No objections with recommendations around parking, trip generation assessment, travel plans and bus services.

10)Environment Agency

No objections.

11)Thames Water

No objections subject to conditions and informatives.

12)London Fire Authority

Satisfied with the proposal for fire fighting access.

13)Sport England

Welcomes the community use of the new sports hall but objects to the application, on the basis that the proposed school may prejudice the use of an existing playing field. The Applicant has not made any changes to the design of the proposed sports hall following their initial concerns.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

122 Neighbouring properties
1 Residents Association
6 site notices were erected close to the site

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

No of individual responses: 2
Objecting: 2
Supporting: 0
Others: 0

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

- It will be difficult to relocate the workforce
- Traffic and parking issues
- Concern about community use of the sports facilities
- Lighting will impact on neighbouring properties

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design
3. The impact on the amenity of adjoining occupiers
4. Parking and highway safety
5. Flood risk

6. Energy and sustainability
7. Drainage
8. Contaminated land and air quality
9. Biodiversity and trees

6.2 Principle of the development

6.2.1 The principle of educational provision is supported by The NPPF (para 72) which states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education and should give great weight to the need to create, expand or alter schools. This was further emphasised by the Policy statement – Planning for Schools Development issued by the Department for Communities and Local Government; August 2011.

- 6.2.2 The principle of an educational use has been established in the existing office building through permitted development but the proposal would involve the loss of an area of employment land on the existing depot contrary to Saved UDP (2006) Policy EMP4 and emerging policy DM40 of the Development Management, Development Plan Document (2015) ("Draft DM") which seeks to protect existing employment generating uses.
- 6.2.3 However there is strong support for an education facility on this site. Local Plan (2013) Policy SP9 states that the Council will encourage the provision and growth of education and training facilities within the borough in areas such as Haringey Heartlands and Tottenham Hale and areas of high unemployment. The application site is part of a larger site allocation (TH7) in the AAP which is of material relevance. The proposed allocation requires the creation of a new educational facility and does not require re-provision of an employment use. The Tottenham Hale Urban Centre Master Plan 2006 SPD notes that it is essential that development within the Tottenham Hale Urban Centre provides facilities and services to meet the needs of both existing residents and an expanding residential community. The provision of a through school would therefore support the regeneration of the area by providing an education facility to meet the demand of the proposed increase in population.
- 6.2.4 Given the policy support for education provision and the requirements of the AAP the benefits of a school are considered to outweigh the loss of the employment land. A financial contribution towards training and other initiatives that seek to promote employment and adult education in the borough are not considered necessary in this instance.
- 6.2.5 The AAP encourages residential within the allocation area. The current proposal is largely retaining and extending the existing buildings and due to time constraints on the occupation of the site a mixed used proposal cannot be provided at this time. There may be future scope to provide a mixed use scheme in the future and the proposal must ensure it does not prejudice the provision of residential development on the remainder of the AAP site.

6.3 Design

- 6.3.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.

- 6.3.2 The AAP site allocation contains design guidelines which include; that paths connecting Watermead Way, Ashley Rd and Park View Rd should be rationalised, and made safer and more welcoming to resolve local safety concerns, and make the routes more direct, and thus better used, the mature trees on the site, and in the park, should be protected and incorporated into any future design. □
- 6.3.3 The application was presented to the Council's Quality Review Panel (QRP) on 19th August 2015; The Panel's comments are set out in full in Appendix 3. The QRP recommended that every effort be made to expand the site boundary to include a strip of land to the east in Council ownership. This would provide much needed additional playground and external space for the school, and allow a rethink of the site layout.
- 6.3.4 They raised more detailed concerns including that the current arrangement places a new hall and teaching block at the centre of the site, occupying an area that the panel think would be better used as playground. They noted that it would be preferable to avoid the current arrangement, where access to sports facilities is via a narrow path between the primary playground fence and boundary fence. They advised that boundaries between different areas within the site also require further consideration, as part of a rethink of the site layout.
- 6.3.5 Following the QRP's comments on the layout Council Officers have made efforts to secure the extra area of land for the school but were unable to ensure that this could be provided to the school. Therefore the applicant has been unable to incorporate the majority of the QRP's comments.
- 6.3.6 The applicant has been able to address some of the concerns including the provision of a clear landscape strategy to inform decisions about the layout of new buildings, and how to provide high quality external space for pupils at primary and secondary level, as well as sports facilities. The QRP recommended that the form of the new buildings on the site should be designed to frame high quality external spaces – rather than placing rectangular blocks on the site, leaving left over space around them that are difficult to use. In particular they noted that the proposed layout of the sports hall and MUGA appears equally wasteful of precious external space, creating left over triangles and narrow strips of land with no apparent use.
- 6.3.7 The applicant has provided an analysis of the outdoor space provision to indicate areas for quiet play, noisy play and dedicated sports areas and indicate the relationship these would have with other uses such as the outdoor dining space and early years play area. They have indicated the movement of pupils through the site and designed the landscaping around these movements and uses. It is noted that additional space such as could be provided by incorporating the land to the east of the site would provide larger areas of play space and would reduce the need to pupils to move to the sport area to the north at break time. However

in terms of the space available the landscape strategy is considered to provide good quality useable outdoor spaces for the functions required. Although the site sits opposite Down Lane Park the applicant does not propose to utilise this during break times and pupils will remain within the boundary of the site other than for summer games lessons which may take place in the Park.

- 6.3.8 In respect of the design of the new buildings on the site the QRP advised that in terms of cladding, the panel would encourage the design team to develop a limited palette of high quality materials, with restrained use of colour. They noted that drawings and visualisations will be needed to show how new elements relate to the existing buildings.
- 6.3.9 The applicant's final design is a much more muted exterior finish, with the previous coloured cladding omitted from the proposal. The new buildings would be finished in black brick with light mortar to match the brick plinth of the existing building and light render. There would be a flat roof with a plant area screened by an aluminium louver. The windows would reflect the existing red windows on the existing building with a grey frame and red painted reveal. The proposed sports hall would be similar in design using brick and render but with aluminium vertical panels. This is considered to reflect the comments of the QRP and would provide a high quality design which would enhance the existing area.
- 6.3.10 With regard to design within the context of the wider regeneration of the area, the panel advised that the relationship between the school and future housing development required further exploration to ensure that construction of a sports hall does not limit the development potential of neighbouring land. The panel also thinks it may be preferable to locate the sports hall to the east of the depot site, away from future housing development. The applicant has recognised these concerns and has revisited the layout of the sport facilities to move the sports hall away from the boundary with the remaining depot to avoid prejudicing residential development on this site.
- 6.3.11 Overall the proposed design is considered to be a high quality addition to the area which will enhance the surrounding area and contribute to the regeneration of the area.

Open space, sports provision and community use

- 6.3.12 There is strong policy support for additional sport and community facilities in Tottenham Hale. The Local Plan sets out the vision for Tottenham Hale which includes the provision of additional open space, play areas and community facilities as required by development of the area in order to meet the needs of the resident population. Local Plan Policy SP15 states that the Council will safeguard and foster the borough's existing recreational and sporting facilities through the protection and enhancement of sporting and leisure facilities in areas of deficiency; and the dual use of the borough's cultural assets, such as land and

buildings to meet the needs of local communities, for example meeting space, arts and leisure activities, opportunities for recreation and sport.

6.3.13 Local Plan Policies also seek to protect and improve Haringey's parks and open spaces. Local Plan Policy SP13 notes that all new development shall manage the impact of such new developments in areas adjacent to designated open space and seek to secure opportunities for additional publicly accessible open space.

6.3.14 In accordance with the above policies the applicant has agreed to make their sports and performance facilities available to the community as part of a community use agreement which will be secured through a S106 planning obligation and associated community use agreement. The applicant has agreed to the following

- Community Use outside of School Core Times Affordable pricing
- Marketing and promote the sports facilities
- An easy and accessible advance booking arrangement for Casual Use and block bookings
- Profits must be re-invested into maintaining and improving the facilities
- A management committee consisting of the school, the LPA and potentially a Cllr or community group.

6.3.15 With regard to the Sport Facilities provided Sport England has objected to the application on the basis that the proposed school may prejudice the use of an existing playing field. It has also requested changes to the design of the proposed sports hall recommending the floor area be increased, the storage increased, lockers provided for community use and foyer be provided.

6.3.16 In response to the objection the applicant has provided a Sports and Facilities Strategy which notes that the grass football pitches on Down Lane Park are overused and does not permit school use in the football season. The Strategy notes that on site facilities will provide the majority of the schools needs and that the grass pitches will not be needed except in the summer when rounders and athletics and possibly cricket would be taught. The other demand for offsite pitches in the winter and spring will be for after school football matches with 5 matches anticipated per week and the school will book these at New River or Douglas Ayre Centres. The applicant has made minor amendments amending the storage for the main hall and providing community lockers. They have responded to Sport England's concerns noting that the proposal meets the Education Funding Authority (EFA) standards for a sports hall of this type and that funding is not available to provide a larger sports hall.

6.3.17 Sport England has reviewed the strategy and revised plans but do not consider this is sufficient to ensure the protection of the adjacent playing fields for community use. It requests that the applicant commit to providing an artificial pitch on site to meet at least some part of its needs and/or contribute towards

improvements to the nearby pitches to ensure that they can accommodate the additional usage. It notes that no assessment has been carried out on the quality of the existing grass pitches and whether or not they can support the additional use, even if it is only summer use. With regard to the sports hall Sport England has maintained its objections noting that the EFA guidelines advise that Sport England's design guidance is used where a sports hall will be used by the community.

6.3.18 The applicant is constrained by the extent of the site so the provision of an additional artificial sports pitch is considered unreasonable given the density of development proposed for the surrounding area. It is also constrained by the level of funding provided by the EFA so cannot provide a contribution to upgrading existing facilities in the area or a larger sports hall. Although a community use would be provided the hall is designed primarily to meet the school's needs and funding is only available for an EFA compliant hall. The Council's Sport and Physical Activity Commissioning Manager has reviewed the strategy and raises no objections, they note that Down Lane Park is rated as poor in the Council's Playing Pitch Strategy but does not rule out the use of the park for summer sports and is considered to have a better understanding of the local provision for sports facilities than Sport England.

6.3.19 Therefore despite the objections from Sport England the proposed sports facilities are considered by the officers to be adequate to meet the needs of the school while providing a valuable community facility to the area. The proposal does not harm the existing facilities at Down Lane Park in accordance with the above policies.

6.4 Impact on the amenity of adjoining occupiers

6.4.1 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Draft DM Policy Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.4.2 The separation distance between the proposed buildings and the nearest neighbouring properties is approximately 25 metres at the closest point therefore the proposal would not have a material impact on sunlight, daylight or privacy at neighbouring properties.

6.4.3 The proposed sports facilities would include floodlighting to the proposed MUGAs which could impact on neighbouring amenity. In this respect the applicant has provided an external lighting strategy which sets out that the lighting around the

site has been designed to comply with the relevant standards (BS 5489-1). It notes that the 4 MUGAs adjacent to the new sport hall would be provided with split column floodlighting to achieve the luminance level of 200lux. The associated lighting plan shows that the luminance levels on the surrounding areas would not exceed 10Lux which is the guideline for footpaths and roads therefore the proposed lighting would not impact on neighbouring amenity or prejudice future development on the existing depot site.

- 6.4.4 With regard to noise the proposed outdoor sports facilities could result in some noisy activities which would run later in the evening. The existing depot is enclosed by a 2.7 metre high brick wall which would reduce the noise impact on the surrounding residential properties and will be retained. Furthermore the existing depot generates noise to neighbouring properties which will be removed by the proposal. Therefore the potential noise impacts are not considered to result in a significant loss of amenity to neighbouring properties.

6.5 Parking and highway safety

- 6.4.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.4.2 The Council's Transportation Team has been consulted and advises that the site is located in an area with a medium public transport accessibility level PTAL 4 and is within walking distance of Tottenham Hale underground and rail stations. The site is accessed off Ashley Road via Hale Road/ junction with Watermead Way which forms part of the Transport for London Road Network and the Strategic Road network.
- 6.4.3 They note that Ashley Road currently provides access to a mixture of light industrial and distribution to the north and south of the site. The Council is seeking to relocate its depot which is to the north of the site which will reduce the number of large vehicles which will need to access Ashley Road north of Burdock Road. The applicant's transport consultant has reviewed the footways in the area surrounding the site from Ashley Road towards Tottenham Hale, Park View Road and Watermead Way, pedestrian access via Down Lane Park and pedestrian access via Watermead Way. It is to be noted that works to convert the former gyratory to two-way working has very recently been completed and includes new crossing points at the junction of Watermead Way with Hale Road which provides access to Tottenham Hale bus and underground station.
- 6.4.4 The proposed 2FE primary school and 6FE secondary School will result in some 1570 pupils new pupils (420 primary and 1150 secondary). As the proposed

school will be a primary and secondary school the modal split for primary and secondary school will vary, as secondary school will have more independent travel.

- 6.4.5 The primary school modal split assumes that the majority of primary school pupils will walk to school with some 58% (242) children walking to school, 17% (71) % of children will travel to school by car, and the total non car mode will be some 79% (332 pupils). The secondary school will have some 95.00% of children travelling by sustainable modes of transport, with only some 5% (58) of children travelling to school by car, the majority of children will walk to school some 56% (644) the second most popular mode of transport is travel by bus, with some 36% (416 pupils). The Transportation Team has considered that the walking modal split is high considering that the school is free school and will have a larger catchment area, this will impact on the bus mode share, resulting in more children travelling to school by bus. They consider that given the proposed regeneration of Tottenham Hale as part of the Housing Zone Bid the catchment area of the school will change resulting in more trips originating locally in the future.
- 6.4.6 Using sites from the TRICS trip forecast data base the applicant's transport consultant has forecasted that the total school proposal will result in an increase of some 183 additional in/out vehicular movements during the am peak hour and 103 in/out movements during the PM peak hour, it is considered that the majority of these trips will be trips that are already on the network, there will also be an element of linked trips between the nursery/ primary and primary/ secondary which will reduce the number of car trips. In addition the proposed increase in the number of trips will not have any significant impact on the local highways network with the exception of traffic on Ashley Road and Burdock Road, the Transportation Team consider that as the junction of Burdock Road with Watermead Road is signal controlled and the signal times will not be altered any potential impact on queuing and congestion will be confined to Ashley Road and will be temporary in nature.
- 6.4.7 The transportation team has assessed the nature of the existing highways network at this location and any potential conflict between additional pedestrians in particular children and teenagers on Ashley Road combined with the existing vehicular traffic. The applicant's transport consultant has also reviewed the last 3 years accident data. Over the last 36 months there were 2 accidents on Ashley Road, 6 accidents on Park View Road and 19 accidents on the Gyratory within the vicinity of the junction with the A1055 (Watermead Way) and Ashley Road. Of these 19 accidents on the Gyratory within the vicinity of the junction of the A1055, 4 involved pedestrians:
- a) Two involved vehicles disobeying crossing facilities and colliding with pedestrians.

b) The other two involved pedestrians failing to look properly and stepping in the path of oncoming vehicles) one of these accidents was classified as a serious accident.

c)

6.4.8 The two accidents on Ashley Road were to the south of Burdock Road, one including a vehicular/ vehicular accident and the other a man working under a car with the engine on and hand brake off. In addition 7 accidents occurred at the junction of Burdock Road with Watermead Way the majority of the accidents were vehicular/vehicular accidents involving rear shunts, one of the accidents was a fatal accident which involved a vehicle losing control and colliding with another vehicle. Only 1 of the accidents involved pedestrians and was a result of a pedestrian running across the road. This accident was categorised as a serious accident.

6.4.9 The results of the accident analysis suggest that the majority of the accidents are vehicular/ vehicular accidents and pedestrian accidents are relatively low. There has been significant changes to the highways network including the implementation of enhanced pedestrian crossing facilities as part of the gyratory removal scheme, we will also be seeking a section S.278 contribution to implement measures to improve road safety on Ashley Road and Burdock Road.

6.4.10 The full school proposal will have an impact on the local walking routes in particular, Ashley Road, Burdock Road, Hale Road, Monument Way, Broad Lane and Park view Road. The applicant's transport consultant has conducted an audit of the routes, with the aid of LBH highways engineer and has developed a range of highways road safety improvements for the local highways network which are considered to improve and safeguard pedestrian in particular pupils at this location, these improvements include:

- 1) Traffic calming measures on Ashley Road, including raised tables at this junction with Burdock Road.
- 2) New zebra crossing at Burdock Road and on Ashley Road
- 3) Widen footway on the east of Ashley Road between Burdock Road and the junction of Burdock Road with Hale Road.
- 4) Guard Railings on Burdock Road and Watermead way
- 5) New Traffic management measures on Ashley Road.

The applicant has agreed to pay the cost of the above road safety improvements as part of planning application (HGY/2015/0956) by way of S.278 agreement. This will also be secured through the S.106 agreement for this permission as this is a separate permission that includes the previously approved change of use.

- 6.4.11 The proposed full school proposal will have some 16% of primary school children and 36% of secondary school children travelling to school by bus, TfL are concerned that the additional trips generated by the full school proposal will impact on the capacity of local bus services during the AM peak; TfL is therefore seeking a financial contribution of £375,000 over 5 years, (this equates to £75,000 per annum) to mitigate the impact of the full school proposal on the 318 bus route. It is understood that this payment will be made directly from the EFA to TfL. TfL and the EFA will need to confirm that this is the case. If the funding is to be paid to the Council to pass on it will be secured through the Section 106 agreement.
- 6.4.12 The applicant is proposing to provide a total of 30 car park spaces including 4 wheelchair accessible car parking spaces (20 car parking spaces including 3 wheel car accessible spaces to the south of the site close to the junction with Burdock Road and 10 car parking spaces including 1 wheel chair accessible spaces to the north of the site accessed via Parkview Road). The provision of the spaces to the north of the site will require the reconstruction of a vehicular crossover as per Drawing: A10 Rev G, this will have to be secured by way of S.278 agreement.
- 6.4.13 The applicant is proposing to provide 1 cycle parking space per 8 pupils/ staff the level of cycle parking that is proposed (91 cycle parking spaces) is in line with the 2015 London Plan, details of the type and location on the cycle parking will be required before the development is occupied, the use of the cycle parking must be reviewed annually as part of the Travel Plan.

Proposed diversion of the Public Rights of Way

- 6.4.14 The proposed development will require the diversion of two Public Rights of Way, in principle the Transportation Team has no objection to the proposed diversion of the Public Rights of Way subject to the statutory procedures, the applicant will be required to pay the cost of undertaking the process by way of a S.257 Agreement of the Town and Country Planning Act 1990. The Council will require the submission of drawings of the existing footpath and detailed designs of the proposed alternative public rights of way including: drainage, lighting and construction details, the implementation of the works will have to be secured by way of a S.278 agreement/ S.38 agreement. The old foot path cannot be removed until the new footpath has been constructed.
- 6.4.15 Consequently, on reviewing this application the transportation and highways authority would not object to this application subject to a condition requiring a construction management plan, S.106, S.257, S.278/S.38 obligations.

6.6 Flood risk

- 6.5.1 The site lies within Flood Zone 2 defined by the Environment Agency as having a medium probability of flooding. The NPPF, London Plan Policy 5.12, Local Plan SP5 and Draft DM Policy DM24 advise that the Council will only consider development appropriate in areas at risk of flooding where accompanied by a site-specific flood risk assessment. The NPPF Technical Guidance identifies the proposal as 'more vulnerable' which is appropriate in Flood Zone 2 and a site-specific flood risk assessment (FRA) has been provided. The Environment Agency has raised no objections.
- 6.5.2 Paragraph 103 of the NPPF advises that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, (informed by a site-specific flood risk assessment) following the Sequential Test, and if required the Exception Test, it can be demonstrated that within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.
- 6.5.3 Paragraph 3.1.15 of Local Plan Policy SP1 states that the sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with Planning Policy Statement 25 (which has been superseded by the NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located. This is in accordance with Paragraph 104 of the NPPF which states that *"for individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test"*. Therefore subject to appropriate flood resilience and resistance the proposal is considered acceptable in terms of flood risk.
- 6.5.4 The Environment Agency recommend that finished floor levels for development are set as high as is practically possible, ideally 300mm above the 1 in 100 flood level including an allowance for climate change flood level, or, where this is not practical, flood resilience / resistance measures are incorporated up to the 1 in 100 chance in any year including an allowance for climate change flood level to protect the proposed development from flooding.
- 6.5.5 The applicant's FRA notes that river defences are present along the Pymmes Brook and the River Lea and provide flood protection for a 1 in 1000 year fluvial event. The applicant has demonstrated that floor levels would be 400mm above the 1 in 1000 year flood event at a point close to the development site, exceeding the EA's requirements.

- 8.6.5 With regard to evacuation arrangements the Council's Head of Emergency Planning and Business Continuity has requested that prior to occupation the applicant puts in place an evacuation plan to enable the children to be removed from the school in a timely manner should a Flood Warning be issued by the Environment Agency. A Flood Risk Management Plan for the site will be secured by a condition.
- 8.6.6 Therefore overall the proposal is acceptable within Flood Zone 2 and complies with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant, including by emergency planning. The proposal therefore complies with Local Plan SP5 London Plan Policy 5.12 the NPPF.

6.7 Energy and Sustainability

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan Policy SP4 and Draft DM Policy DM21 set out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Local Plan Policy SP4 requires all new non-residential development shall be built to at least BREEAM "very good" standard and should aim to achieve BREEAM "excellent".
- 6.7.2 The applicant has submitted a BREEAM pre-assessment which demonstrates the new development will provisionally achieve a BREEAM rating of 'Very Good. A condition will be attached to ensure that prior to occupation the applicant provides a final Certificate to certify that BREEAM 'very good has' been achieved.
- 6.7.3 London Plan Policy 5.2 requires all new non-domestic buildings to provide a 35% reduction in carbon emissions. The applicant has submitted an energy statement which states that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand followed by the incorporation of low energy lighting and efficient systems before the incorporation of decentralised and renewable technologies. The proposal has been designed by following this hierarchy and would incorporate 98 solar PV panels (approximate 156m²) on the roof of block 4 and 135 solar PV panels (approximately 216m²) on the roof of the sports hall building. The statement concludes that that there were no opportunities for the use of decentralised energy technologies such as district heating or CHP and no other renewable technology can be incorporated due to the site constraints. It calculates a carbon emission reduction of 23% with an annual shortfall below the 35% London Plan target of 7.6 tonnes.
- 6.7.4 The Council's Carbon Management Team has been consulted and advises that this level of carbon reduction is considered acceptable in this instance and carbon offsetting has been accepted to reach the London Plan target. The Mayor's Sustainable Design and Construction SPG sets out how this is

calculated using a nationally recognised price or locally set price; currently £60 per tonne. The overall contribution should be calculated over 30 years which equates to £1,800 per year. The applicant's energy statement shows that the proposal has a shortfall of 6 tonnes therefore a contribution of £14,400 is sought through a S106 agreement.

- 6.7.5 The Council's Carbon Management Team has also advised that there are district energy networks proposed within the Tottenham Hale area and has discussed with the applicant the delivery of two energy centres (plant rooms) serving the two main parts of the development proposal. One energy centre would serve the new build (new teaching Block 4 and Sports Hall building) and the other would serve the remaining buildings on the site. They have requested that the applicant provides details and maps showing the location of the two energy centres for the development and provides the operational details of the heat network (pressures and temperatures). The location of the energy centre should ensure that there is space for future heat exchangers should the network not be delivered at this time. An identified route from the energy centre to the public highway, which will be reserved for connectivity to the area wide network for Tottenham Hale, has now been provided to the satisfaction of the Head of Carbon Management
- 6.7.6 The Council's Carbon Management Team has raised concerns about the potential overheating risk within the new buildings and has indicated that further modelling is required to satisfactorily demonstrate that all occupied rooms on site will not overheat. This assessment will need to address over heating through maximising design opportunities before any mechanical cooling is permitted. A condition will be attached to ensure that this is carried out and any mitigation is provided prior to occupation.

6.8 Drainage

- 6.6.1 London Plan (2011) Policy 5.13 'Sustainable drainage', Local Plan (2013) Policy SP5 'Water Management and Flooding' and Draft DM Policy DM24 require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates

and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. store rainwater for later use
2. use infiltration techniques, such as porous surfaces in non-clay areas
3. attenuate rainwater in ponds or open water features for gradual release
4. attenuate rainwater by storing in tanks or sealed water features for gradual release
5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain
7. discharge rainwater to the combined sewer.

6.6.2 National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

6.6.3 The applicant has provided a detailed drainage strategy and the proposal has incorporated infiltration and storage techniques including areas of permeable paving, and landscaping to attenuate water within the site. The Council's Drainage Engineers have reviewed the strategy and require further details to ensure the rate of runoff is acceptable. A condition has been attached to secure these further details.

6.9 Contaminated Land and Air quality

6.9.1 Saved Policy ENV1 and Draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The AAP site allocation contains design guidelines which include; studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

6.9.2 The applicant has submitted a Contaminated Land Assessment, The Council's Environmental Health Pollution Officer raises no objections subject to conditions in relation to contaminated land investigation and mitigation.

6.9.3 The site is close to a main road of air pollution concern (Watermead Way) a major route into London for which both monitoring and modelling indicates exceedences of the Government's air quality objectives for nitrogen dioxide (NO₂) and PM_{2.5}. In this respect Draft DM Policy DM23 requires development

to improve or mitigate its impact on air quality in the Borough and The London Plan, Policy 7.14 states that new development should:

- minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans
- promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;
- be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as air quality management areas (AQMAs)).
- Ensure that where provision needs to be made to reduce emission from a development, this is usually made on-site.

6.9.4 The applicant has carried out an air quality assessment which concludes that no exceedences of the relevant AQOs for either NO₂ or PM₁₀ are predicted at any receptor location. The development is therefore considered suitable for educational use in regards to air quality without the inclusion of mitigation measures to protect future users from poor air quality. A proportion of the energy for the site would be provided from solar panels however there would be 2 gas boilers proposed. A condition has been attached to ensure these are low NO₂. In terms of the construction process an air quality and dust management plan (AQDMP), detailing the management of demolition and construction dust and controls of the emissions of construction vehicles can also be conditioned to ensure that the proposal does not have a material impact on air quality. Overall the proposal is considered acceptable in this respect.

6.10 Biodiversity and Trees

6.10. The site is not subject to any ecological designations however to the west is Down Lane Park which is a Local Site of Importance for Nature Conservation (SINC) and to the east is Railway Lane which is a Borough Grade II SINC, the Lea Valley Regional Park and the Walthamstow Wetlands Walthamstow Marshes and Reservoirs which form part of the Lee Valley Special Protection Area (SPA), Ramsar site, Important Bird Area and Walthamstow Reservoirs Site of Special Scientific Interest (SSSI). London Plan Policy 7.19, Local Plan Policy SP13 and Draft DM Policy DM19 require that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance Sites of Importance for Nature Conservation (SINCs).

6.10.2 Given the scale of the proposed works and the distance from any of the above designated sites the proposal would not impact on the surrounding ecology. The applicant has provided a Phase 1 habitat survey and found the site to be of low

ecological value. However, it was highlighted that the clearance of any mature vegetation should be carried out outside of bird nesting season or under the supervision of an ecologist and that there are buildings and trees present which have potential to support roosting bats. Further surveys for bats are recommended because suitable habitat is present and they are legally protected. To provide a net gain in biodiversity the survey recommends that the landscaping should include native species and at least 3 bat and 3 bird boxes be installed on the new buildings. These mitigations and enhancements should lead to a net gain in biodiversity in accordance with the above policies and will be dealt with through a condition.

6.10.3 With regard to trees UDP (2006) Policy OS17 states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.

6.10.4 The proposal would involve the removal of 5 individual trees, one group of trees and one hedge. All of these are category C (those of low quality and value) with the hedge category U (life expectancy of less than 10 years). The trees to be removed are a pair of Leyland cypress trees of limited long term value and 3 low value mountain ash trees. Their removal is required to improve the access to the site. The group of trees is category U on the northern boundary consisting of buddleias, prunus and elder which are recommended for removal for general management due to their very limited long term value. The hedge is category C and made up of Leyland cypress and thuja and must be removed to create the new public footpath at the rear (east) of the site. □

6.10.5 Given the limited lifespan and landscape value of the trees proposed for removal significant planting is not required to mitigate their loss however there would be some additional planting around the play area at the north of the existing school which is currently occupied by a car park. This and the removal of the overbearing leyland cypress will enhance the areas around the existing pathways which will improve the visual amenity of the area.

□□□□

6.10.6 The proposed footpath would be within the root protection area of a group of predominantly lime trees and may require the removal of one tree on the embankment to the east of the site. A no-dig method and permeable surface can ensure this would not damage the trees to be retained. A condition will be attached requiring a detailed arboricultural method statement or replacement planting for the tree which may be removed.

6.11 Conclusion

- 6.11.1 There is strong policy support for the provision of education facilities in National and Local Policy. The school facilities would support the regeneration of Tottenham Hale by meeting current and future educational needs. The design is high quality which will contribute to the regeneration of the area. The proposed sports facilities meet the needs of the school while providing a valuable community facility to the area. The proposal does not harm the existing facilities at Down Lane Park in accordance with the above policies.
- 6.11.2 The proposed buildings would not impact on neighbouring amenity, the proposed floodlighting would not have a material impact on neighbouring properties. The transportation and highways authority issues can be addressed by way of conditions, a S.257 diversion of the existing public right of way order, highway creation and dedication under S.38 and works to the existing highway under S.278.
- 6.11.3 The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.
- 6.11.4 The proposal is considered acceptable within Flood Zone 2 and would comply with the sequential and exception tests. The proposal will be appropriately flood resilient and resistant.
- 6.11.5 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION. Authority to make the necessary diversion order referred to should also be given.

6.6 CIL

School development is not CIL liable.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and a S106 agreement

Applicant's drawing No.(s) 0103 rev P01, 0104 rev P01, AE(05)A01, AE(9-)A01, AG(0-)A02, AG(0-)A03, AG(0-)A04, AG(0-)A05, AG(0-)A06, AG(05)A02, AG(05)A03, AG(9-)A10, AG(9-)A51, AG(9-)A52, AG(9-)A53, AG(9-)A54, AG(9-)A56 and AG(9-)A57

Subject to the following condition(s)

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

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

- 2) The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:
0103 rev P01, 0104 rev P01, AE(05)A01 Rev E, AE(9-)A01 Rev C, AG(0)A02 Rev I, AG(0-)A03 Rev I, AG(0-)A04 Rev I, AG(0-)A05 Rev J, AG(0-)A06 Rev D, AG(05)A02 Rev F, AG(05)A03 Rev D, AG(9-)A10 Rev G, AG(9-)A51 Rev D, AG(9-)A52 Rev D, AG(9-)A53 Rev D, AG(9-)A54 Rev D, AG(9-)A56 Rev D and AG(9-)A57 Rev D

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

- 3) Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

- 4) A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the local authority prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Ashley Road, and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

- 5) Before development commences other than for investigative work:

- a) A site investigation shall be designed for the site using information obtained from the herby approved desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring

shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

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

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

- 7) Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.
Reason: To protect local air quality.

- 8) Prior to installation details of the chimney heights (including calculations), diameters and locations will be required to be submitted for approval by the LPA.
Reason: To protect local air quality and ensure effective dispersal of emissions.

- 9) No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.
Reason: To Comply with Policy 7.14 of the London Plan

- 10) Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.
Reason: To Comply with Policy 7.14 of the London Plan
- 11) No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.
- 12) An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.
Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.
- 13) No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.
- 14) Evidence that each new build element of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level 'Very good' shall be presented to the local planning authority within 6 weeks of the date of this decision and a final certificate shall be presented to the local planning authority within 6 months of the occupation of the development.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

- 15) Prior to the occupation of the development hereby permitted, a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Planning Authority. The FRMP shall include details of how the design will incorporate elements of resilience to prevent water ingress, protection of key building services (electricity and heating), safe evacuation methods, assembly point, arrangements to relocate guests without recourse to local authority support and an agreed monitoring programme. Thereafter the FRMP shall be implemented.
Reason: To ensure that adequate evacuation arrangements are in place at times of flood in the interests of public safety and to comply with Paragraph 103 of the NPPF and Local Plan SP5.
- 16) The development hereby permitted shall be built in accordance with the recommendations set out in section 7 of the Preliminary Ecological Appraisal and the proposed biological enhancements installed prior to the occupation of the proposed buildings and retained thereafter in perpetuity.
Reason: To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) in accordance with London Plan Policies Policy 7.19 and Local Plan Policy SP13.
- 17) The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.
Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.
- 18) That prior to the commencement of the development hereby approved an overheating report shall be to and approved in writing by the Local Planning Authority. This report shall demonstrate that all occupied rooms within the extension hereby approved will not overheat - as set out in the guidance Design Summer Years for London (TM49: 2014) and in line with London Plan Policy 5.9. This assessment will address over heating through maximising design opportunities before any mechanical cooling is permitted. Any significant design alterations may require further planning permissions.

Reason: To ensure the classrooms do not overheat and require mechanical ventilation which would increase the energy requirements of the development to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

- 19) Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, details of the measures for the protection of the trees to be retained on site to comply with BS 5837: 2012 - Trees in relation to design, demolition and construction – Recommendations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be installed prior to the commencement of any development hereby approved and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
Reason: In order to ensure the safety and well being of the tree on the site during construction works that are to remain after building works are completed consistent with London Plan Policy 7.21, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan.
- 20) In the event that any of the existing trees on the embankment to the east of the site require removal then details of the species and location of replacement tree(s) (20-25cm stem girth) shall be agreed with the Local Planning Authority in writing before commencing the work permitted, and shall be planted within 3 months from the date the replacement pathway hereby approved is completed.
Reason: In the interests of visual amenity and to conserve the contribution of trees to the character of the area.
The number of pupils attending the school shall not exceed 1100 until such time as the sports hall and MUGAs have been completed. Reason: To ensure that a high quality education facility is provided and ensure the proposal does not impact on neighbouring sport facilities consistent with Local Plan Policies SP13 and SP15.
- 21) No development shall take place until a detailed surface water drainage scheme for the Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for

climate change critical storm will not exceed 50% of the runoff from the existing site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed

- 22) No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-
- (a) Details of an emergency plan should the pumps fail.
 - (b) Management and maintenance plan for the lifetime of the development, or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

- 23) Completion and Maintenance of Sustainable Drainage – Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

- 24) The use of the floodlights on the site shall not be operated after 22:30 hours Monday to Friday, or after 21:00 hours Saturdays and Sundays.

Reason: To ensure that the amenities of adjacent residential properties are not diminished.

- 25) The MUGAs hereby approved shall not operate before 08:00 hours or after 22:30 hours Monday to Friday and not before 09:00 hours or after 21:00 hours Saturdays and Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

Informatives:

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL and the Haringey CIL charge will be £0 (School development is charged at a NIL rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

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

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

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

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

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

INFORMATIVE: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a

suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The site is located in an area with a medium public transport accessibility level PTAL 4 and is within walking distance of Tottenham Hale underground and rail stations. The site is accessed off Ashley Road via Hale Road/ junction with Watermead Way which forms part of the Transport for London Road Network and the Strategic Road network.</p> <p>Ashley Road is bordered to the west by Down Lane Park to east by the A1055 Watermead Way, the Council's Ashley Road depot to the north and Tottenham Hale Gyrator to the south. Ashley Road currently provides access to a mixture of light industrial and distribution to the north and south of the site. The Council is seeking to relocate its depot which is to the north of the site; this will reduce the number of large vehicles which will need to access the Ashley Road north of Burdock Road.</p> <p>The applicant's transport consultant has reviewed the footways in the area surrounding the site from Ashley Road towards Tottenham Hale, Park View Road and Watermead Way, pedestrian access via Down Lane Park and pedestrian access via Watermead Way. It is to be noted that works to convert the former gyratory to two-way working has recently been completed and includes new crossing points at the junction of Watermead Way with Hale Road which provides access to Tottenham Hale bus and underground station.</p>	<p>Noted, condition and S106, S728/S32 and S257 attached.</p>

Stakeholder	Question/Comment	Response
	<p>The applicant is proposing to change the existing B1 and B8 use to educational institution (D1) including new building extensions, new play areas, car parking and cycle parking spaces. The proposed 2FE primary school and 6FE secondary School will result in some 1570 pupils new pupils (420 primary and 1150 secondary). As the proposed school will be a primary and secondary school the modal split for primary and secondary school will vary, as secondary school will have more independent travel,</p> <p>The primary school modal split assumes that the majority of primary school pupils will walk to school with some 58% (242) children walking to school, 17% (71) % of children will travel to school by car, and the total non car mode will be some 79% (332 pupils).</p> <p>The secondary school will have some 95.00% of children travelling by sustainable modes of transport, with only some 5% (58) of children travelling to school by car, the majority of children will walk to school some 56% (644) the second most popular mode of transport is travel by bus, with some 36% (416 pupils). I have considered that the walking modal split is high considering that the school is free school and will have a larger catchment area, this will impact on the bus mode share, resulting in more children travelling to school by bus. However considering the proposed regeneration of Tottenham Hale as part of the Housing Zone Bid the catchment area of the school will change resulting in more trips originating locally in the future.</p>	

Stakeholder	Question/Comment	Response
	<p>Using site from the TRICS trip forecast data base the applicant's transport consultant has forecasted that the total school proposal will result in an increase of some 183 additional in/out vehicular movements during the am peak hour and 103 in/out movements during the PM peak hour, it is considered that the majority of these trips will be trips that are already on the network, there will also be an element of linked trips between the nursery/ primary and primary/ secondary which will reduce the number of car trips. In addition the proposed increase in the number of tips will not have any significant impact on the local highways network with the exception of traffic on Ashley Road and Burdock Road, we have considered that as the junction of Burdock Road with Watermead Road is signal controlled and the signal times will not be altered any potential impact on queuing and congestion will be confined to Ashley Road and will be temporary in nature.</p> <p>We have assessed the nature of the existing highways network at this location and any potential conflict between additional pedestrians in particular children and teenagers on Ashley Road combined with the existing vehicular traffic. The applicant's transport consultant has also reviewed the last 3 years accident data. Over the last 36 months there were 2 accidents on Ashley Road, 6 accidents on Park View Road and 19 accidents on the Gyratory within the vicinity of the junction with the A1055 (Watermead Way) and Ashley Road. Of these 19 accidents on the Gyratory within the vicinity of the junction of the A1055, 4 involved pedestrians:</p> <p style="padding-left: 40px;">d) Two involved</p>	

Stakeholder	Question/Comment	Response
	<p>vehicles disobeying crossing facilities and colliding with pedestrians.</p> <p>e) The other two involved pedestrian failing to look properly and stepping in the path of oncoming vehicle) one of these accidents was classified as a serious accident.</p> <p>The two accidents on Ashley Road were to the south of Burdock Road, one including a vehicular/ vehicular accident and the other a man working under a car with the engine on and hand brake off. In addition there were 7 accidents occurred at the junction of Burdock Road with Watermead Way the majority of the accidents vehicular/vehicular accident involving rear shunts, one of the accidents was a fatal accident which involved a vehicle losing control and colliding with another vehicle.</p>	

Stakeholder	Question/Comment	Response
	<p>Only 1 of the accidents involved pedestrian and was a result of a pedestrian running across the road the accident was a serious accident.</p> <p>The results of the accident analysis suggest that the majority of the accidents are vehicular/ vehicular accidents and pedestrian accidents are relatively low. There has been significant changes to the highways network including the implementation of enhanced pedestrian crossing facility as per of the gyratory removal scheme, we will also be seeking a section S.278 contribution to implement measures to improve road safety on Ashley Road and Burdock Road.</p> <p>The full school proposal will have an impact on the local walking routes in particular, Ashley Road, Burdock Road, Hale Road, Monument Way, Broad Lane and Park view Road. The applicant's transport consultant has conducted an audit of the routes, with the aid of our highways engineer we have developed a range highways road safety improvements for the local highways network which we consider will improve and safeguard pedestrian in particular pupils at this location, these improvements include:</p> <ul style="list-style-type: none"> 6) Traffic calming measures on Ashley Road, including raised tables at this junction with Burdock Road. 7) New zebra crossing at Burdock Road and on Ashley Road 	

Stakeholder	Question/Comment	Response
	<p>8) Widen footway on the east of Ashley Road between Burdock Road and the junction of Burdock Road with Hale Road.</p> <p>9) Guard Railings on Burdock Road and Watermead way</p> <p>10) New Traffic management measures on Ashley Road.</p> <p>The cost of the scheme has been estimated at £300,000 (three Hundred thousand pounds); the developer has agreed to pay the cost of the above road safety improvements as part of planning application (HGY/2015/0956) by way of S.278 agreement.</p> <p>The proposed full school proposal will have some 16% of primary school children and 36% of secondary school children travelling to school by bus, TfL are concerned that the additional trips generated by the full school proposal will impact on the capacity of local bus services during the AM peak; TfL is therefore seeking a financial contribution of £375,000 over 5 years, (this equates to £75,000 per annum) to mitigate the impact of the full school proposal on the 318 bus route.</p> <p>The applicant is proposing to provide a total of 30 car park spaces including 4 wheelchair accessible car parking spaces (20 car parking spaces including 3 wheelchair accessible spaces to the south of the site close to the junction with Burdock Road and 10 car parking spaces</p>	

Stakeholder	Question/Comment	Response
	<p>including 1 wheel chair accessible spaces to the north of the site accessed via Parkview Road). The provision of the spaces to the north of the site will require the reconstruction of a vehicular crossover as per Drawing: A10 Rev G, this will have to be secured by way of S.278 agreement.</p> <p>The applicant is proposing to provide 1 cycle parking space per 8 pupils/ staffs; the level of cycle parking that is proposed (91 cycle parking spaces) is in line with the 2015 London Plan, we will require details of the type and location on the cycle parking before the development is occupied, the use of the cycle parking must be reviewed annually as part of the Travel Plan.</p> <p>The proposed development will require the diversion of two Public Rights of Way, in principle we have no objection to the proposed diversion of the Public Rights of Way subject to the statutory procedures, the applicant will be required to pay the cost of undertaking the process by way of a S.257 of the Town and Country Planning Act 1990. The applicant will be required to submit drawing of the existing foot path and detailed designs of the proposed alternative public rights of way including: drainage, lighting and construction details, the implementation of the works will have to be secured by way of a S.278 agreement/ S.38 agreement subject to completing the S.257 agreement to divert the footpath (public rights of way). The old foot path cannot be removed until the new footpath has been constructed. Consequently on reviewing this application the transportation and highways authority would not object to</p>	

Stakeholder	Question/Comment	Response
	<p>this application subject to the following a condition, S.257, S.106, S.257, S.278/S.38 obligations:</p> <p><u>Construction Management Plan</u></p> <p>The owner is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Ashley Road, and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>1) A school travel plan must be secured by way of a S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The school must appoint a travel plan co-ordinator to monitor the travel plan initiatives annually. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables. d) The developer is required to pay a sum of; £3,000 (three thousand pounds) for monitoring this must be secured by S.106/ Unilateral Undertaking agreement e) Type of cycle parking layout must be submitted 	

Stakeholder	Question/Comment	Response
	<p>for approval before the development is occupied. Reason: To promote travel by sustainable modes of transport to and from the site.</p> <p>2) The Developer agrees to pay the Council's costs to progress the S.257 agreement to divert the Public Rights of Way Reason: To facilitate the diversion of the Public Rights of Way and construction of the school</p> <p>3) The developer will be required to enter into S.278 agreement/ S.38 agreement for the construction of the new foot path which is to be adopted by the Council, subject to completing the S.257 agreement to divert the footpath (public rights of way). The old foot path cannot be removed until the new footpath has been constructed Reason: To enable the implementation on the new footpath and construction of the proposed extension.</p> <p>4) The developer will be required to pay byway of a S.106 agreement a financial contribution of £375,000 over 5 years, (this equates to £75,000 per annum) to mitigate the impact of the full school proposal on the 318 bus route. Reason: To mitigate the impact of the full school proposal on the local by infrastructure. Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573).</p>	
Education Services	The application is for a permanent building to provide the	Noted.

Stakeholder	Question/Comment	Response
	<p>following –</p> <ul style="list-style-type: none"> - An independently run Nursery (40 pupils) - A 2 Form Entry (FE) Primary Academy (420 pupils) - A 6 FE Secondary Academy (900 pupils) - A Sixth Form (250 pupils) - A Sports hall and outdoor games areas. <p>Essentially this is a free school that has been DfE approved and EfA funded and opened to reception/year 7/year 12 in 2014. Our place planning data shows that the additional year 7 places provided meet current demand in the local area and that the additional reception places will meet unmet demand in the coming years.</p>	
<p>Carbon Management</p>	<p>The Carbon Management Teams comments on the submitted strategy is:</p> <p>1) Energy (Overall) - The energy baseline for the development proposal would have emitted 134.2 tonnes of CO2 per year if building regulations compliant. The scheme is required to deliver a carbon saving of 35% or a new target emissions of 87.2 tonnes of CO2 per year. Following implementation of the Energy Hierarchy (London Plan Policy 5.2) the development delivers a new emissions figure of 94.8 tonnes of CO2 per year which is a shortfall of 7.6 tonnes. The development proposes to offset these emissions as set out in policy. As such the development will be expected to make a contribution of £20,520 towards carbon reduction projects within Haringey. This is based on the cost</p>	<p>Noted, carbon offsetting contribution sought in line with the rate set out in the Council's adopted SPD and the London Plan. Conditions have been attached to ensure compliance with the energy strategy and further modelling in respect of overheating.</p>

Stakeholder	Question/Comment	Response
	<p>of £2,700 per tonne of carbon over 30 years.</p> <p>Action: Secure £20,520.00 towards carbon reduction projects within Haringey through s106 agreements for payment at commencement on site.</p> <p>2) Energy (Clean) – There are district energy networks within the Tottenham Hale area - there is a large network developing around Hale Village. Tottenham Hale area has been identified as a network opportunity area therefore all opportunities to grow and develop this network are expected through new developments.</p> <p>The proposed scheme consists of alteration to the existing school building and the construction of two new buildings; teaching Block 4 and Sport Hall building. This analysis concerns the new teaching Block 4 and Sport Hall building. All of the new buildings and the refurbishment developments need to demonstrate how they will deliver the district energy network through the hierarchy set out in the London Plan and how they will deliver the Council ambition for community energy.</p> <p>The council would normally expect a single heating and hot water network served from a single energy centre across all elements of the development. This network will need to be able to be connected to area wide district energy networks at a later date. But due to a public</p>	

Stakeholder	Question/Comment	Response
	<p>right of way this has been decided would be challenging in the timeframes.</p> <p>A position with Mace Architects on the 09/10/2015 has been agreed with the Council Carbon Management Team. But this is not recorded in the submitted energy strategy. This position was for the delivery of two energy centres (plant rooms) serving the two main parts of the development proposal. One energy centre would serve the new build (new teaching Block 4 and Sport Hall building) and the other would serve the remaining buildings on the site.</p> <p>Action: Provide details and maps showing the location of two energy centres for the development. With guidance on the long term aim to interconnect into Hale Village.</p> <p>Action: The applicant provides the operational details of the heat network (pressures and temperatures). The location of the energy centre and ensure that there is space for future heat exchangers should the network not be delivered at this time. An identified route from the energy centre to the public highway, that will be reserved for connectivity to the area wide network for Tottenham Hale.</p> <p>3) Energy (Green) - The sustainability and energy statement sets out how the carbon reduction through renewable will be achieved on this scheme. The Council needs to ensure that the renewable</p>	

Stakeholder	Question/Comment	Response
	<p>technologies are delivered as designed. Space has been identified for 98 solar PV panels (approximate 156m²) on the roof building block 4 and 135 solar PV panels (approximately 216m²) on the roof of the sport hall building. This delivers 23% improvement in energy needs through renewable technologies.</p> <p>Action: To condition the delivery of this <i>The Sustainability and Energy Statement</i> (with alterations as set out in point 2) (Reference Title: <i>The Sustainability and Energy Statement</i>; By: MACE; Date: September 2015) . This should include:</p> <ul style="list-style-type: none"> • The location of the energy centre and site wide heating network operations; • 372m² of solar PV on the roof of the development (as drawn on pages 16 and 17 of the Sustainability and Energy Statement). <p>Any alterations to this strategy should be submitted to the Council for approval prior to works.</p> <p>4) Overheating – The development will require to ensure that summer temperatures are kept to a minimum. The users of the schools will require this for exam conditions etc. The strategy submitted has very low rates of air permeability. While this is positive for energy usage, this increases the risk of overheating. As highlighted in the pre-application, the Council should seek a dynamic thermal model for the development. To ensure that the risk is managed through design.</p>	

Stakeholder	Question/Comment	Response
	<p>It was asked that the GLA's Design Summer Years for London (TM49: 2014) guide was used for this model. This guide aims to provide a risk-based approach to help developers and their advisers simultaneously address the challenges of developing in an urban heat island and managing an uncertain future climate. Therefore at present this scheme does not deliver policy 5.9 of the London Plan which requires major development to mitigate the impact of a changing climate.</p> <p>Design elements of the development includes large windows are at high risk from overheating because of design elements. The development needs to be designed, modelled and then interventions employed to manage the overheating risk. Only once all appropriate measures have been employed will air conditioning be expected to manage the overheating risk.</p> <p>Action: That a dynamic thermal model is undertaken on all aspects of the development. This model should use the future London weather pattern TM49. Overheating risk should be addressed and demonstrated through each stage of the London Cooling Hierarchy. At each stage progress should be demonstrated that improvement has been delivered until risk has been removed. This should be conditioned to be delivered before commencement on site. Any design alterations</p>	

Stakeholder	Question/Comment	Response
	resulting from this assessment are to undertaken at the developers risk.	
EH Pollution	<p>I recommend the following conditions:</p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being</p>	Noted, conditions and informative attached.

Stakeholder	Question/Comment	Response
	<p>carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2 :</u></p> <p>Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be</p>	

Stakeholder	Question/Comment	Response
	<p>implemented and occupied with adequate regard for environmental and public safety.</p> <p>The site is within a TfL NO₂ Focus area and a Haringey council hotspot area for poor air quality. The following conditions are recommended;</p> <p><u>Combustion and Energy Plant:</u></p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.</p> <p><i><u>Reason:</u> To protect local air quality.</i></p> <p>Prior to installation details of the chimney heights (including calculations), diameters and locations will be required to be submitted for approval by the LPA.</p> <p><i><u>Reason:</u> To protect local air quality and ensure effective dispersal of emissions.</i></p> <p><u>Management and Control of Dust:</u></p> <p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk</p>	

Stakeholder	Question/Comment	Response
	<p>Assessment.</p> <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <p>Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <p>No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p>An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection.</p>	

Stakeholder	Question/Comment	Response
	<p>Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Waste Management	<p>The School will need to ensure that there is a waste management plan in place that is sufficient for the provision of disposing of all general refuse, recycling and food waste.</p> <p>They will also need to ensure that adequate cleaning of the grounds is managed on a daily basis.</p> <p>Whilst the site is being developed any waste that originates from this location must be disposed of in the correct manner by a licensed waste provider.</p> <p>Also any debris or spillages that emanate from construction works and/or vehicles will need to be</p>	Noted.

Stakeholder	Question/Comment	Response
Drainage and Surface Water Management	<p>cleansed as and when they originate.</p> <p>We note the following that will require further clarification:</p> <ul style="list-style-type: none"> • Discuss design constraints / parameters (including flood risk) • Present flow route analysis and establish preferred method(s) of discharge • Agree general design principles (collection of flow, subcatchments flow routes, treatment requirements, management train) • Outline consent requirements and potential for adoption • Discuss potential SuDS techniques, storage locations and maintenance requirements • Section 6.7 of the Robert West “Flood Risk Assessment and Surface Water Drainage Statement” states the post-development runoff volumes are “slightly more” than pre-development. Therefore, it appears assumptions have been made and there is no evidence of any betterment as prescribed by both Haringey policy nor the London Plan. • It is noted no pumping is required and this should be welcomed. • A maintenance plan has also been identified as a requirement and this is positive. • Raising the FFL is identified and welcomed. • The proposals to use the SuDS are identified and should be taken as a positive development. • The run-off and Qbar figures appear to be higher than should be expected and it is suggested these are discussed further and re-visited. 	<p>Noted condition 22 attached requiring the submission of further details.</p>

Stakeholder	Question/Comment	Response
Emergency Planning	<p>I note that the Flood Risk Assessment proposes no further mitigation measures. It does so on the basis that the proposed ground level of the buildings will be higher than the anticipated flood depth. As the proposed use of this building is a school, this appears to leave the possibility that the school population could be trapped inside the buildings during a flood event. As this would involve vulnerable persons (i.e. schoolchildren) I would advise that further mitigation should be conditioned for this application. I would strongly recommend that site evacuation plan is put in place to enable the children to be removed from the school in a timely manner should a Flood Warning be issued by the Environment Agency.</p>	Noted a Flood Risk Management Plan (FRMP) has been required by condition.
Sport and Physical Activity Commissioning Manager	<p>Satisfied with the proposed PE and Sports Facilities Strategy</p> <p>The quality of the playing fields at Down Lane Park was not included in our recent Playing Pitch Strategy work</p>	Noted.
EXTERNAL		
TfL	<p>TfL have the following comments:</p> <ul style="list-style-type: none"> • The Harris Academy site, Ashley Road has a Public Transport Accessibility Level (PTAL) of 4 where 1 is the lowest and 6 is the highest. This is a moderate to good score that shows that the site is well connected to the transport network. • TfL welcomes cycle parking proposed at London Plan standards. The design and layout of the parking should be in keeping with the London Cycle Design 	Noted, parking levels are in accordance with Haringey Policy, Travel Plan will be secured by a S106, Transportation Officer's consider the trip generation calculations to be accurate. Improvement to bus services will be secured by a S106.

Stakeholder	Question/Comment	Response
	<p>Standards best practice guidelines.</p> <ul style="list-style-type: none"> • TfL accept the inclusion of 4 blue badge disabled bays, however, a reduction in no blue badge parking would be welcomed. Given that the mode share shows 30 staff driving to work at baseline levels, TfL would expect that as reduction of car usage formulates part of the Travel Plan objectives, a hard measure would be to decrease car parking available. This should not impact the level of blue badge parking. • The applicant has submitted a School Travel Plan, both for students and staff. This is welcomed by TfL. having assessed the Travel Plan through the ATTrBuTE system the Travel Plan is deemed to have failed. This is down to a number of reasons including but not limited to; a lack of baseline modal split; a lack of clear funding stream; a lack of relevance to national, regional and local policy; and outdated in terms of target dates and school description. The Travel Plan should be updated and secured by condition. For more information on how to provide a Travel Plan, please see https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans • The applicant has submitted a multi modal trip generation using TRICS data to provide the expected trip rates for the site. Whilst this is acceptable, for an expansion to an already existing school, TfL would expect the applicant to undertake a trip generation assessment from the existing school on site. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> The trip generation shows a 16% bus mode share. Due to bus capacity constraints in the area TfL expect that this will cause overcrowding during the am peak, and during the school close hours. TfL would therefore be seeking mitigation costs towards the overcrowding of bus routes in the vicinity (notably 318) However, given that the Harris Academy is a Free School, the Department for Education should provide the financial mitigation for bus improvements. Therefore LBH should discuss this matter further with TfL. 	
<p>The Environment Agency</p>	<p>We have no objections to the proposals but would like to offer the following advice:</p> <p>Flood Risk This site falls within Flood Zone 2 and we therefore consider it at medium risk of flooding. We have produced a series of standard comments for local planning authorities (LPAs) and planning applicants refer to on 'lower risk' development proposals where flood risk is an issue. These comments replace the requirement for direct case by case consultation with us. This planning application sits within this category.</p> <p>Ground Conditions We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that</p>	<p>Noted. Flood Risk Management Plan required through a condition in accordance with standing advice.</p>

Stakeholder	Question/Comment	Response
	<p>appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.</p> <p>We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practise' document commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).</p> <p>In order to protect groundwater quality from further deterioration:</p> <ul style="list-style-type: none"> - No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. - Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p>	
Thames Water	No objections subject to conditions and informatives.	Noted conditions and informative attached.
Sport England	The Proposal and Assessment against Sport England's Objectives and the NPPF	Noted, objections addressed in paras above. 6.3.15 and 6.3.19.

Stakeholder	Question/Comment	Response
	<p>The proposed development includes; creation of a new sports hall, creation of 4 MUGAs (floodlit) located on the northern parcel of land (on Ashley Rd Depot site). All sports facilities to be available to community outside school hours. No new playing fields are proposed.</p> <p>Strategic/Local Need for the Facility</p> <p>Sport England has used its strategic planning tools (Facility Planning Model National Run 2015) to assess the current supply and demand of sports halls which indicates that there is a deficiency of sports in Haringey Borough. Nb. This conclusion assumes that Active Places Power database is up to date and correct and takes no account of planned changes in supply (e.g. recent facility closures) or demand (e.g. population growth). There is therefore a local need for the new sports hall in the local community.</p> <p>In addition to the existing courts at Down Lane Recreation Ground the floodlit additional tennis courts at the school will bring benefit to the local community, a community which is continuing to grow and does not have a large amount of sports provision.</p> <p>Facility Design</p> <p>Sport England seeks to ensure that new sports facilities are fit for purpose. The details submitted with the application do not detail how the design of the sports hall was reached. Having regard to Sport England design</p>	

Stakeholder	Question/Comment	Response
	<p>guidance; Sports Halls Design & Layouts (2012), Sport England is concerned that the design of the proposed facility does not meet the above technical guidance for the following reasons:</p> <ul style="list-style-type: none"> • A community sports hall dimensions should be 34.5 x 20 m x 7.5m to accommodate 4 courts (see page 38 of our design guidance). • A total of 12.5% of the hall floor area is required as a minimum for sports equipment (see page 22). The hall should have 75 sq m storage. It is recommended that the storage area and the hall size is increased. • It is not clear where the lockers are located for community use. • It would be appropriate to have a reception area or foyer within the entrance. <p>Sport England recommends that the design of the sports hall is reviewed taking into account the information contained within our design guidance.</p> <p>The proposed floodlit MUGAs will provide an important sports facility resource for the local community. It is noted that the facility will be for netball, basketball and tennis. Sport England requires further information about what surface will be used and recommends that you review our model conditions and design guidance notes in relation to floodlighting;</p> <p>http://www.sportengland.org/facilities-planning/planning-</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="573 233 1339 302">for-sport/planning-tools-and-guidance/community-use-agreements/</p> <p data-bbox="573 342 1310 448">http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/artificial-sports-facilities/</p> <p data-bbox="573 488 1073 524">Availability for Community Sport</p> <p data-bbox="573 565 1373 703">The application has identified the potential for this facility to be used for community sport. Sport England would wish to see this intention consolidated by way of a Community Use Agreement.</p> <p data-bbox="573 743 1381 922">There is further information about community use agreements available from our website; https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/</p> <p data-bbox="573 963 1356 1109">If a community use agreement is not provided with the planning application then Sport England recommends that a condition is attached to the planning consent to secure this. The following wording may be appropriate;</p> <p data-bbox="573 1149 1367 1398"><i>‘[Use of the development shall not commence/No development shall commence] [or such other timescale] until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>agreement shall apply to the sports hall and floodlit MUGA and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement."</i></p> <p><i>Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy **.</i></p> <p>Subject to the satisfactory establishment of a Community Use Agreement through the condition identified below, Sport England is satisfied that the sports hall will deliver benefit to community sport.</p> <p>Playing Fields</p> <p>No new playing fields have been provided with the proposed development and it is not known which playing fields are currently used by the school as this information is not included in the application.</p> <p>The design and access statement states that formal sports matches will be held off site. It is important that Sport England and the FA are advised where the formal sports matches (including school football matches) will</p>	

Stakeholder	Question/Comment	Response
	<p>be held given that Down Lane Recreation Ground, which is used by the community cannot accommodate more usage. The emerging Playing Pitch Strategy has stated that there is not enough accessible and secured community use provision to meet current demand for football in Haringey.</p> <p>In view of advice from the FA and the findings of the playing pitch strategy, Sport England is concerned that the potential use of the playing field by a Secondary School will put additional pressure on the playing field and that this could potentially result in the playing fields becoming unusable.</p> <p>The Proposal and Assessment against Sport England’s Objectives and the NPPF</p> <p>The proposed development will provide new sports facilities so it has the potential to meet Sport England objective 3; to provide new facilities that are fit for purpose to meet demands for participation now and in the future.</p> <p>However, Sport England is concerned that the proposed development will therefore prejudice the use of an existing playing field, Down Lane Recreation Ground.</p> <p>Conclusion</p> <p>In light of the above, Sport England wishes to object to this application because it is not clear which existing playing fields the School will use and Sport England is</p>	

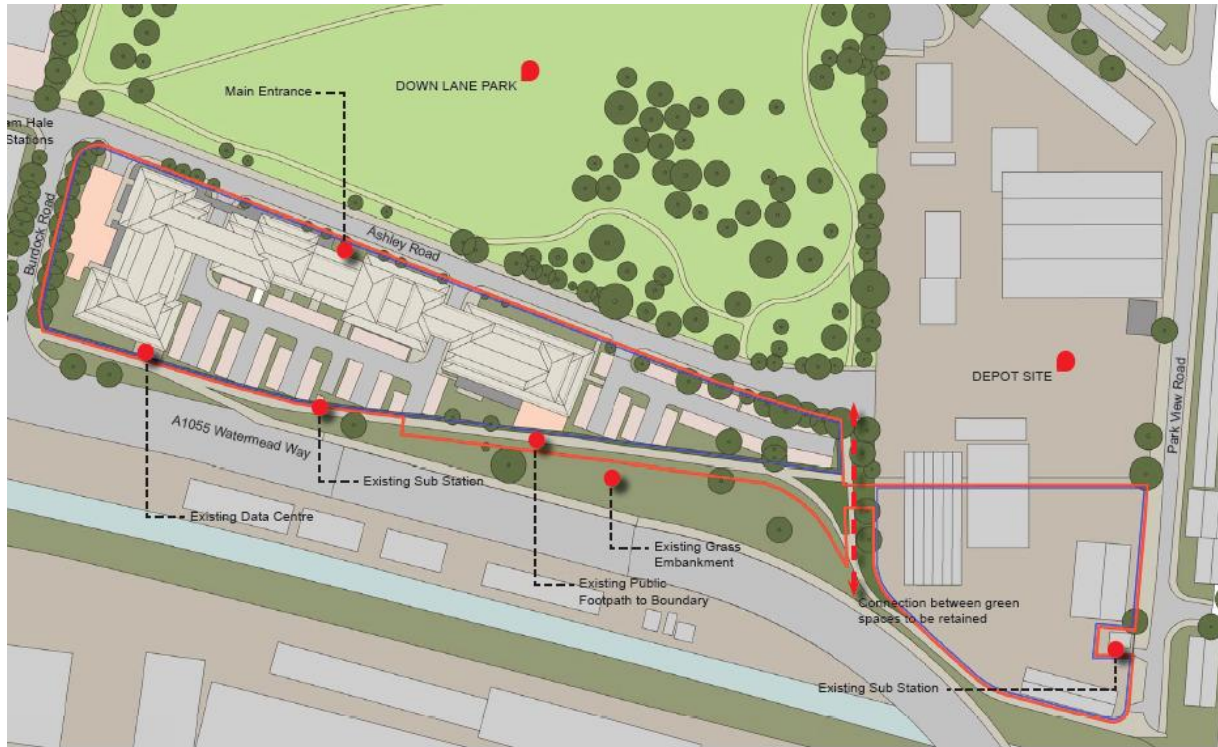
Stakeholder	Question/Comment	Response
	<p>concerned that the proposed development will therefore prejudice the use of an existing playing field. If the School intends to use already well used playing fields such as Down Lane Recreation Ground then a solution is required.</p> <p>Could the Applicant provide investment to improve local playing fields to accommodate the additional school use? Can an artificial surface be funded to accommodate school use on the site or elsewhere?</p> <p>Sport England is willing to withdraw this objection if further information is provided that addresses how the School's playing field requirements will be met without adverse impact on existing playing fields that are already well used by the community and that the Applicant reviews the design of the sports hall is reviewed in accordance with our design guidance.</p> <p>Additional comments 18/01/2016 Sport England welcomes the Applicant's commitment to ensuring that the community are able to use the new sports hall.</p> <p>Notwithstanding, Sport England maintains its objection to this application, on the basis that the proposed school may prejudice the use of an existing playing field. NPPF (para 70) identifies the need to "guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs". I have reviewed paragraphs 2 and 5 of the 'School Sports and Facilities</p>	

Stakeholder	Question/Comment	Response
	<p>Strategy’ and I am not of the view that this is sufficient to ensure the protection of the adjacent playing fields for community use. The Applicant should be asked to commit to providing an artificial pitch on site to meet at least some part of its needs and/or contribute towards improvements to the nearby pitches to ensure that they can accommodate the additional usage. The information provided in the ‘School Sports and Facilities Strategy’ is not based on any detailed analysis (preferably by a specialist turf consultant or other expert) of the quality existing grass pitches and whether or not they can support the additional use, even if it is only summer use, which would seem unlikely?</p> <p>It is also disappointing that the Applicant has not made any changes to the design of the proposed sports hall. The EFA guide lines Building Bulletin 103 advises that Sport England’s design guidance is used where a sports hall will be used by the community.</p>	
London Fire Authority	Satisfied with the proposal for fire fighting access.	Noted
NEIGHBOURING PROPERTIES		
	<ul style="list-style-type: none"> • It will be difficult to relocate the workforce • Traffic and parking issues • Parking could block Park View Road • Concern about community use of the sports facilities 	<p>The loss of employment floorspace is noted however additional employment floorspace will be provided in the wider regeneration area as designated by the AAP. Parking and highway safety is considered under heading 6.5, the transportation team have no concerns.</p> <p>The impact of noise from the use of sports</p>

Stakeholder	Question/Comment	Response
	<p>and hours of use</p> <ul style="list-style-type: none"> • Additional lighting and flood lighting will impact on neighbouring properties • A curfew of 9 pm would reduce the impact 	<p>facilities is considered in 6.4.4, there is considered to be no significant impact</p> <p>The impact of lighting is considered in para 6.4.3 there is considered to be no significant impact</p> <p>Conditions 25 and 26 have been attached limiting the hours of use to no later than 22;30 during the week and no larger than 21:00 at the weekend. This is considered adequate to mitigate the impact on the neighbouring properties.</p>

Appendix 2 Plans and Images

Existing site plan



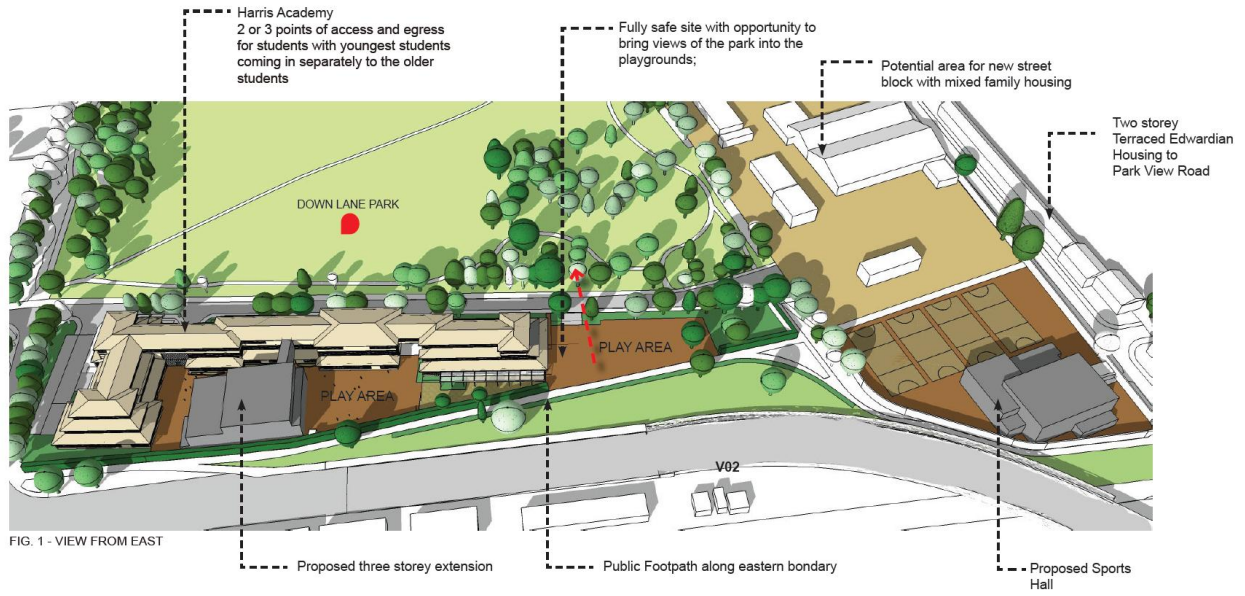
EXISTING SITE PLAN

- EXISTING BOUNDARY OUTLINE
- OWNERSHIP OUTLINE
- - - EXISTING CONNECTION BETWEEN GREEN SPACES TO BE RETAIN

Existing pictures



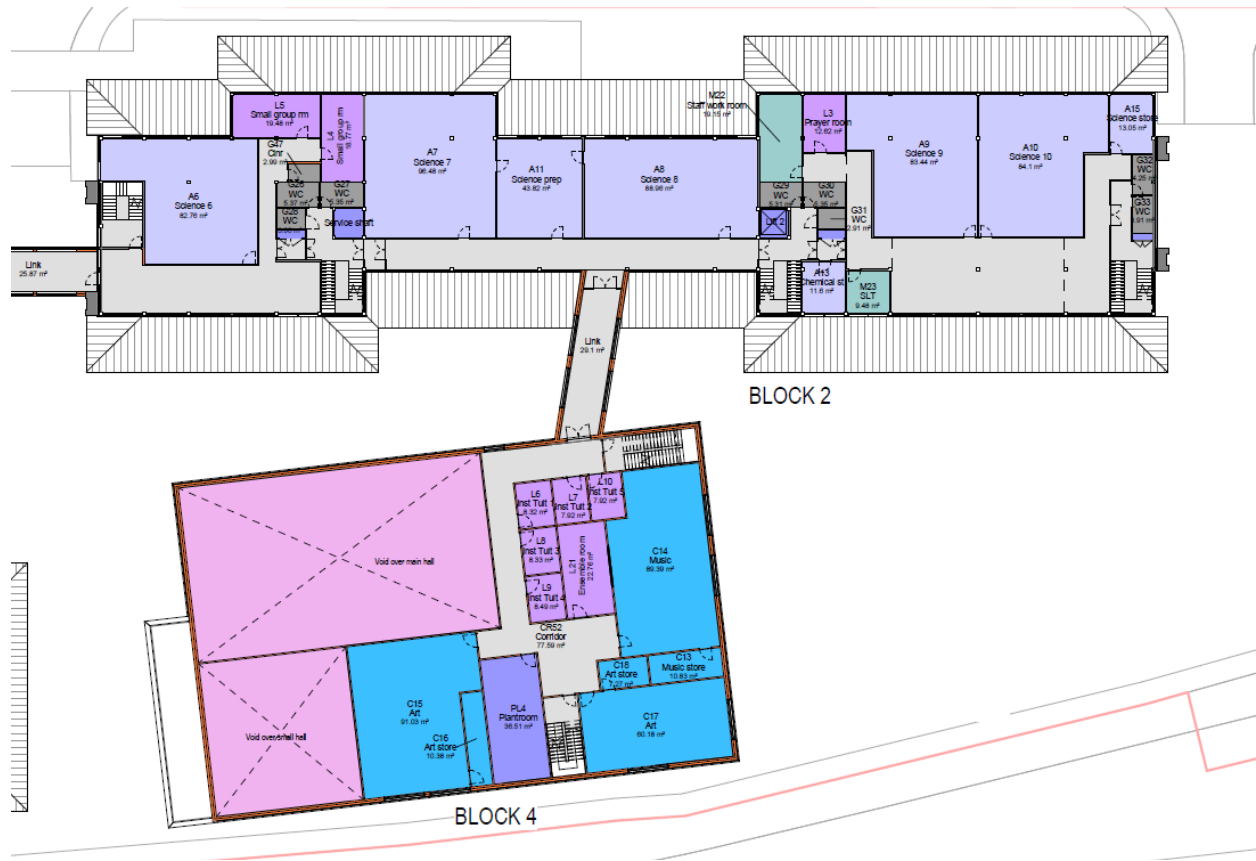
Proposed layout (aerial view)



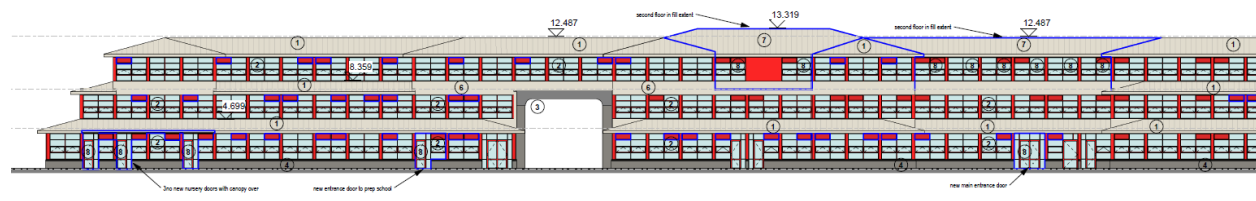
Proposed extension - ground floor plan



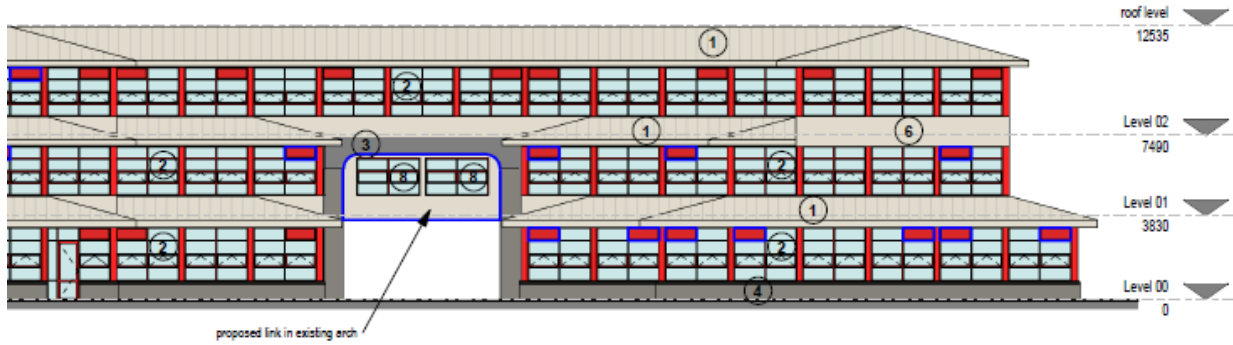
Proposed extension- first floor plan



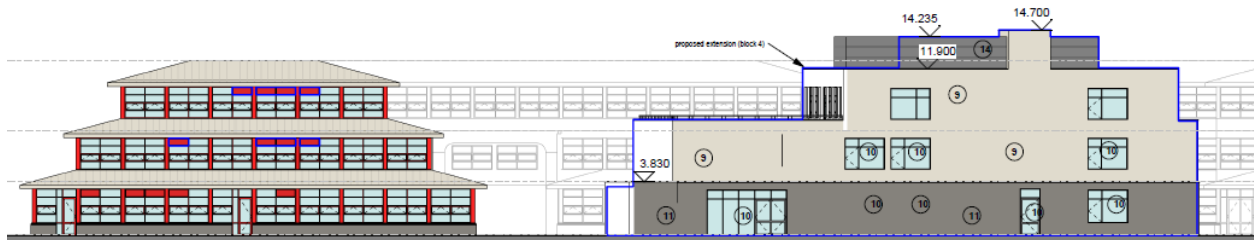
Proposed west (front) elevation (1/2)



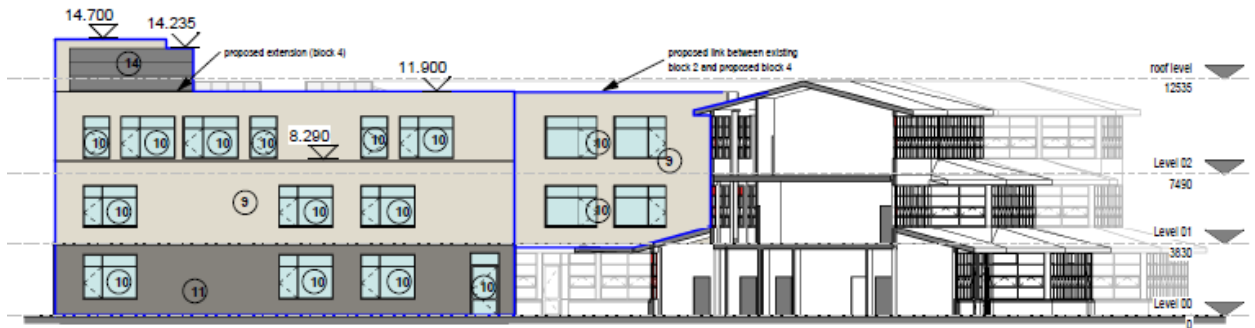
Proposed west (front) elevation (2/2)



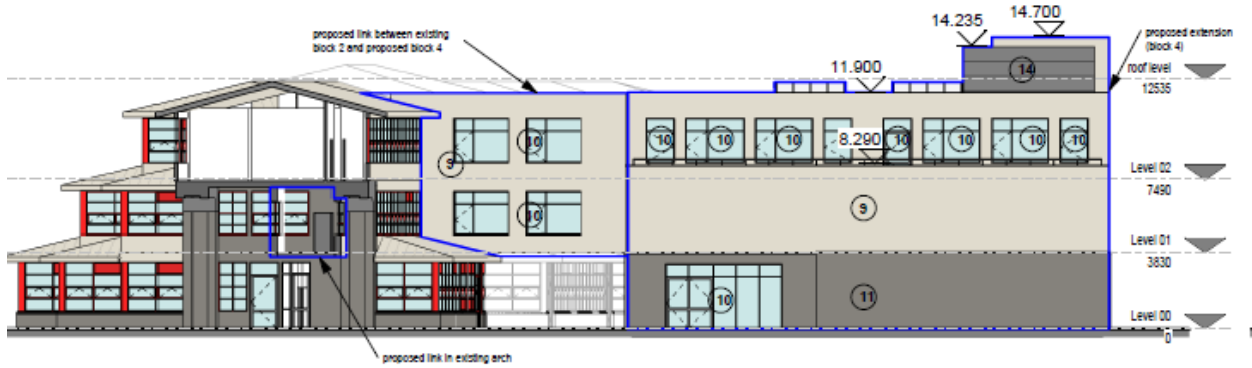
Proposed east elevation



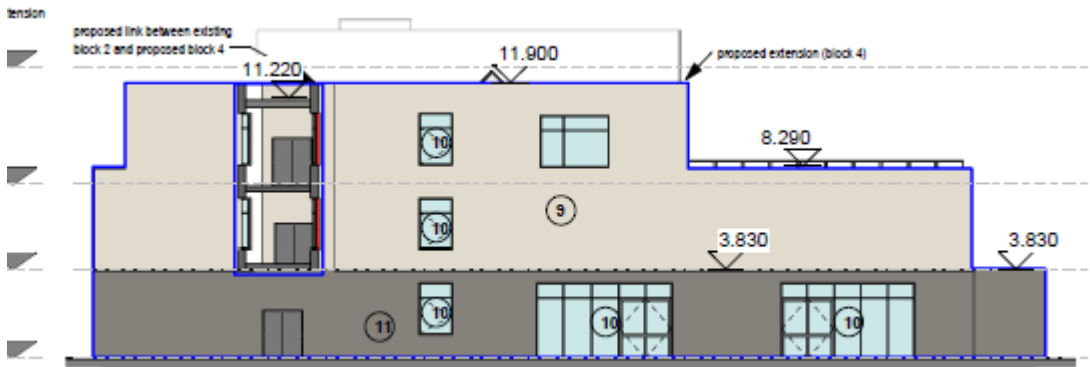
Proposed north elevation



Proposed south elevation



Proposed west elevation



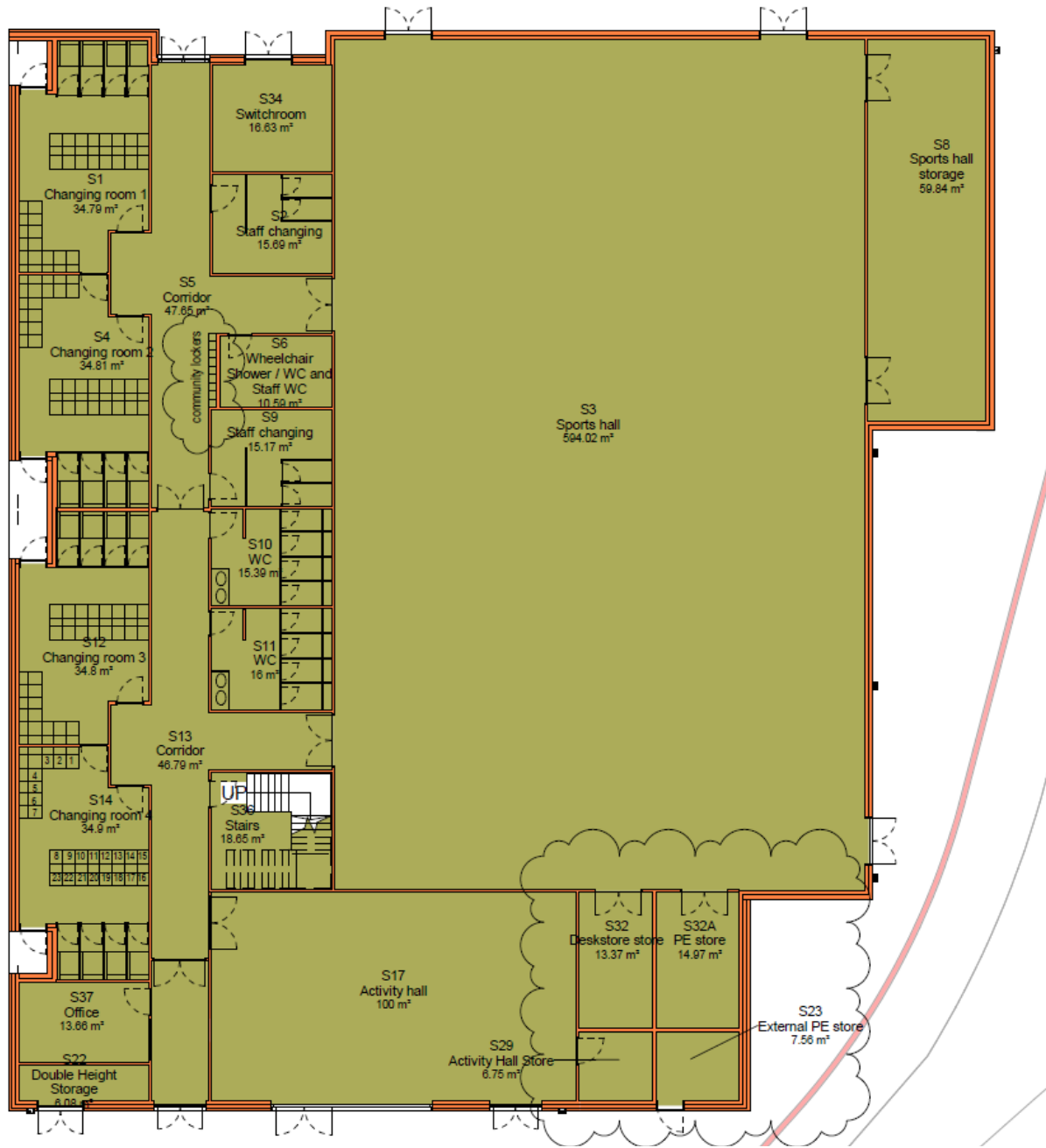
View from the east



View from the south east



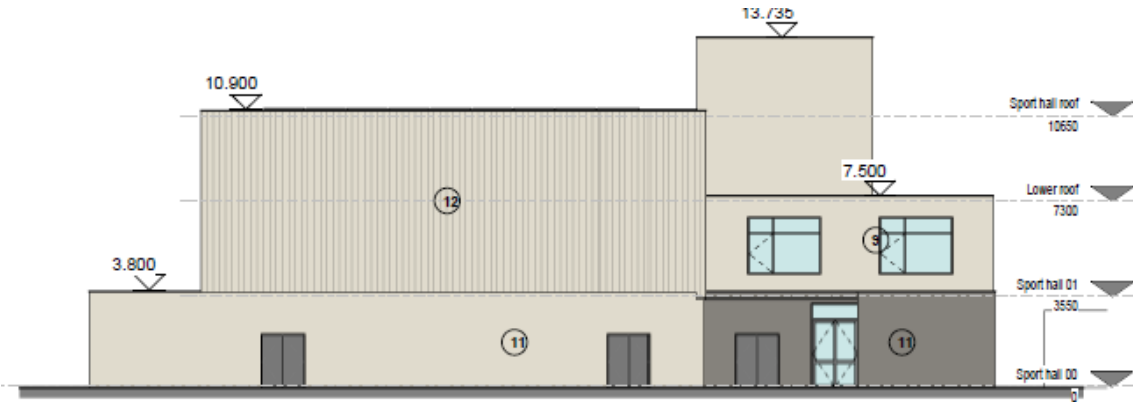
Proposed Sports Hall ground floor plan



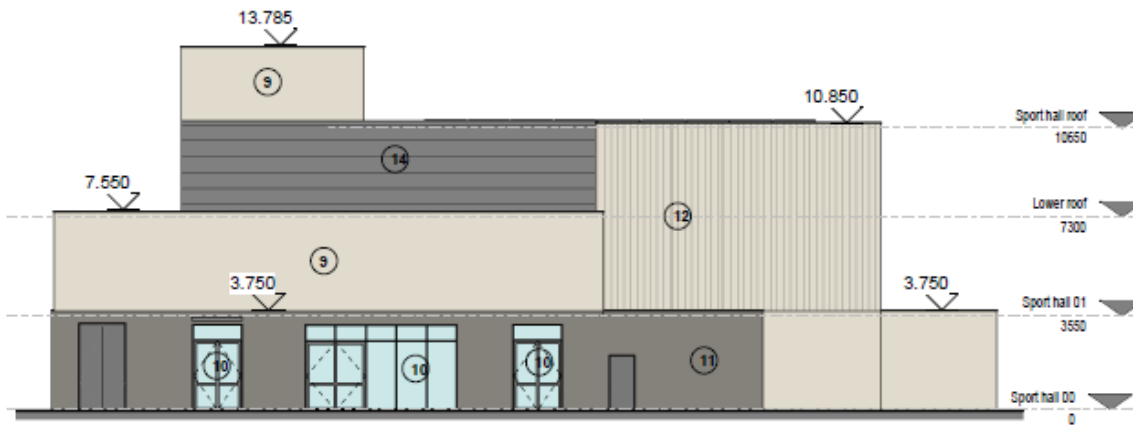
Proposed Sports Hall first floor plan



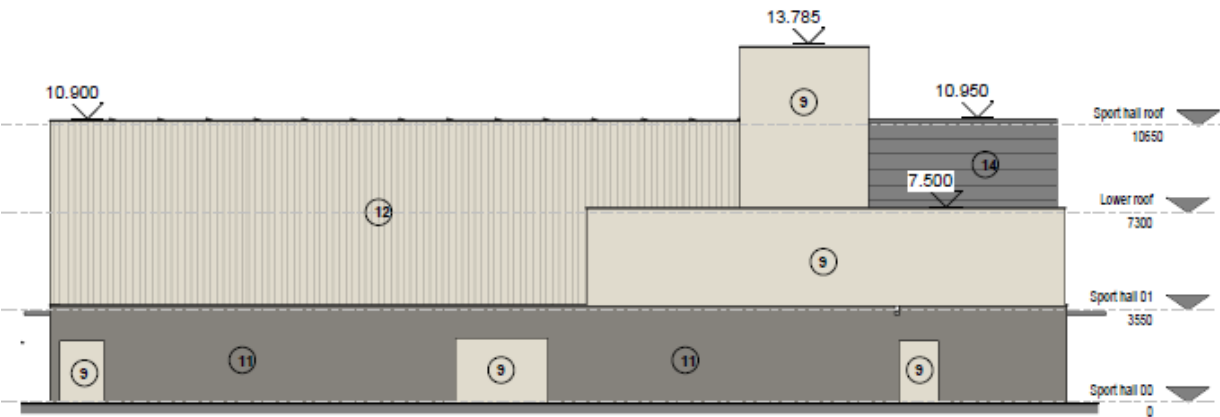
Proposed Sports Hall north elevation



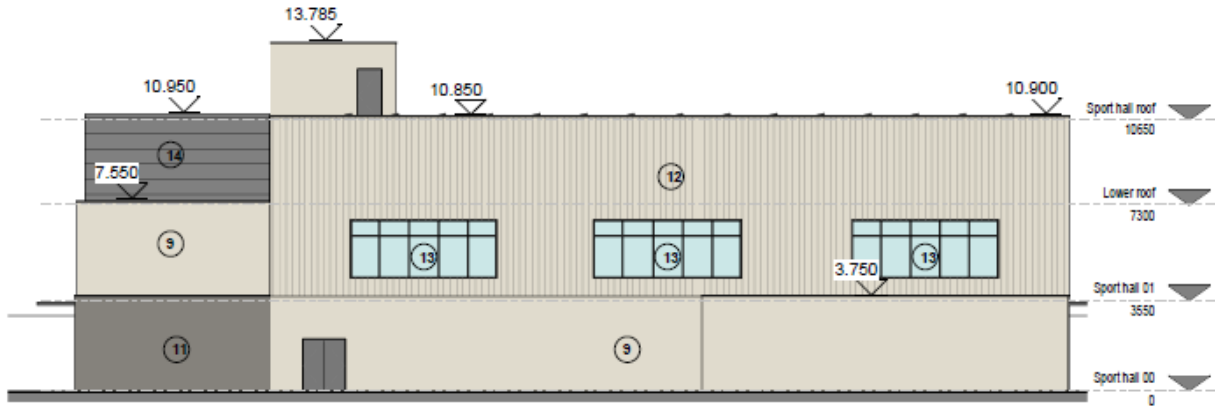
Proposed Sports Hall south elevation



Proposed Sports Hall west elevation



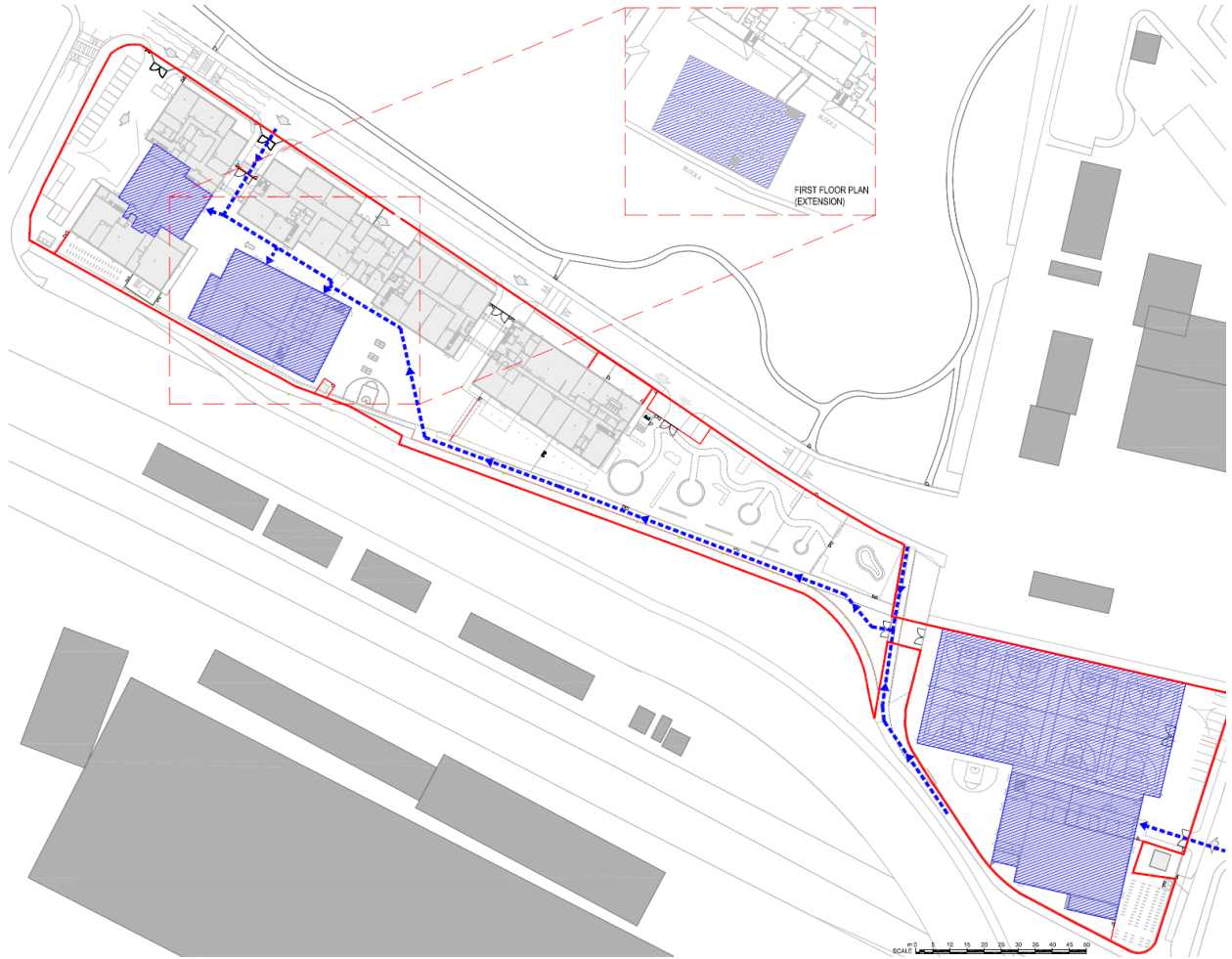
Proposed Sports Hall east elevation



View from the east



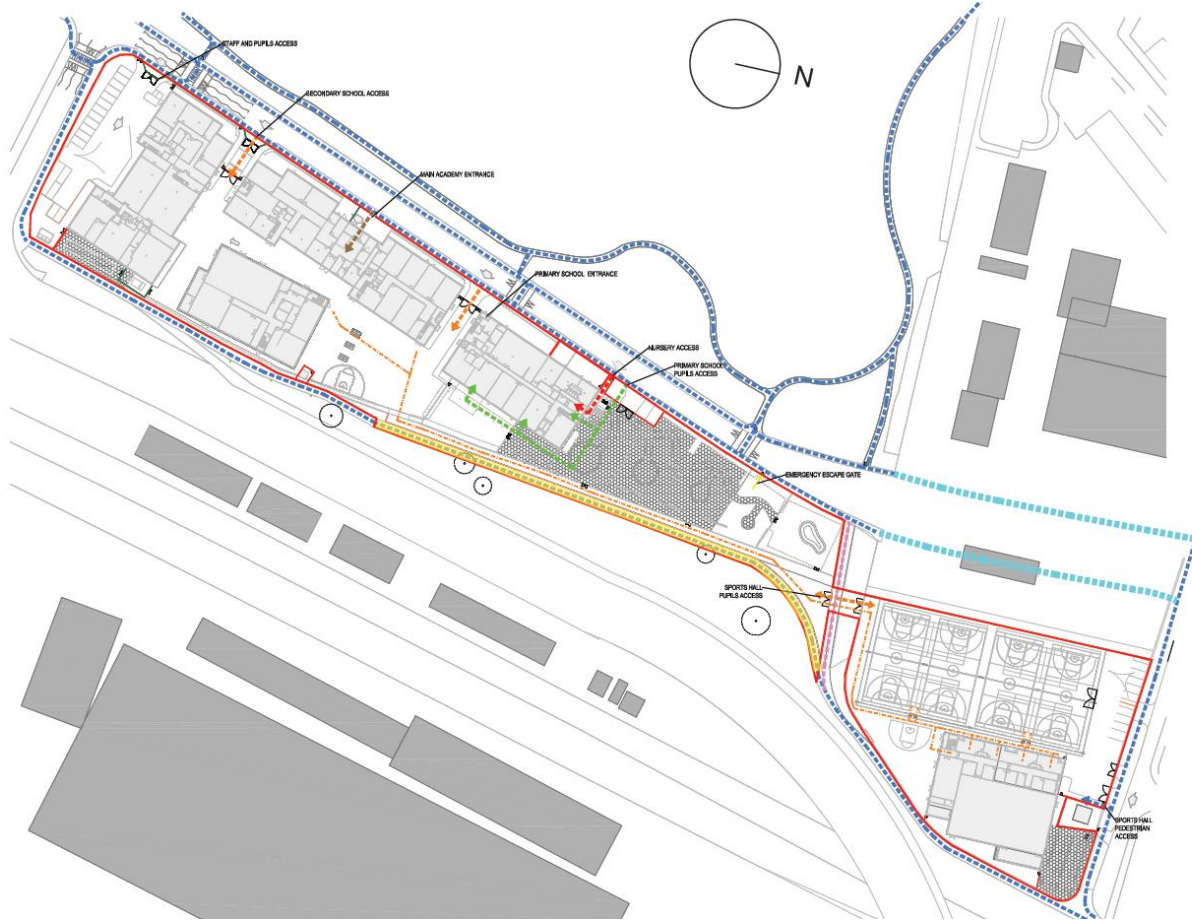
Community use plan












Aerial view in relation to proposed masterplan

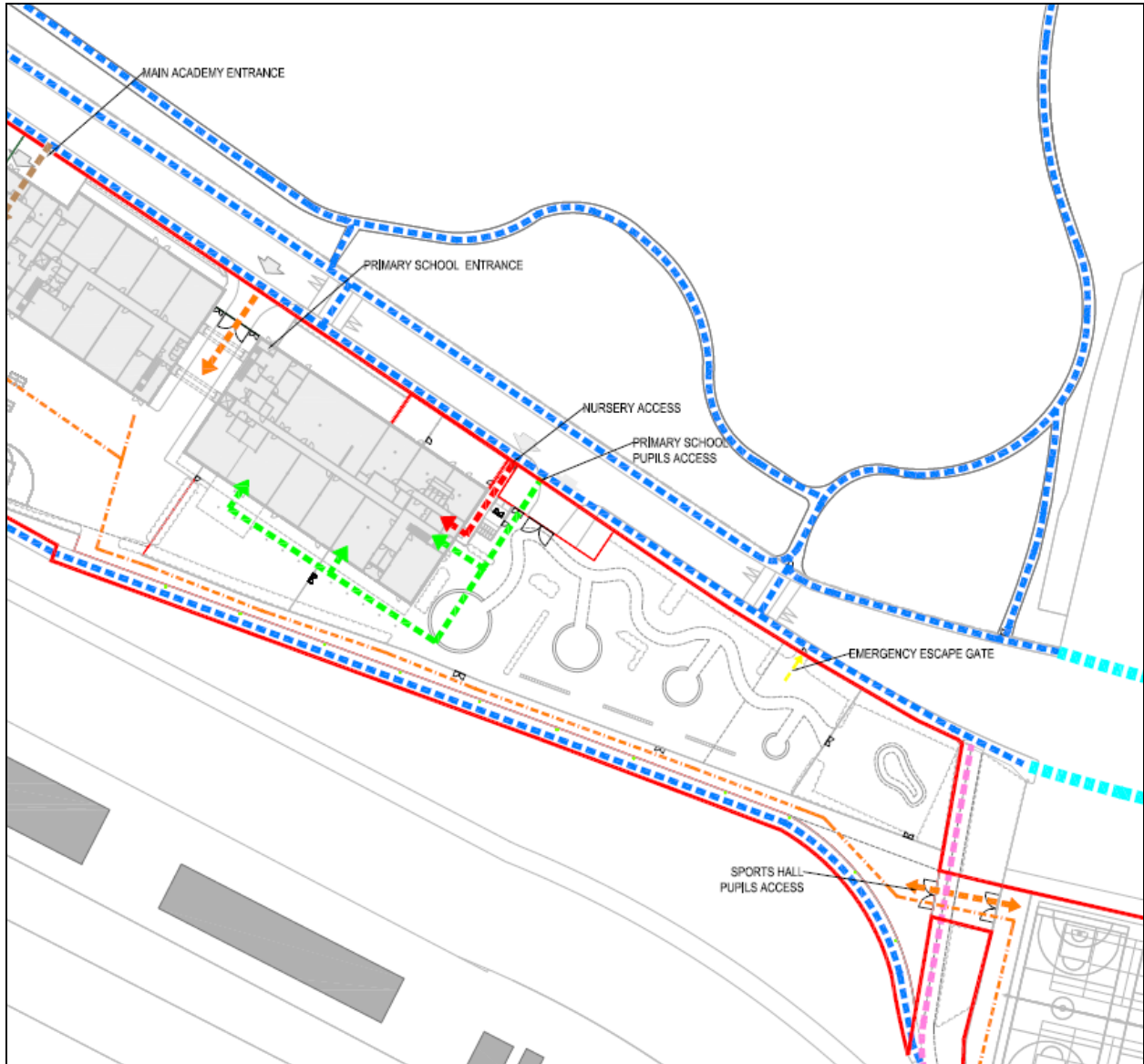


Footpaths



-  EXISTING PUBLIC FOOTPATH TO BE RETAINED
-  PUBLIC CIRCULATION
-  STUDENT ROUTE TOWARDS SPORTS HALL
-  STUDENT ACCESS
-  PRIMARY SCHOOL ACCESS
-  VISITOR ACCESS
-  NURSERY ACCESS
-  EMERGENCY ACCESS
-  HARRINGEY FUTURE PROPOSED FOOTPATH

Larger image of proposed path diversion (existing path in orange with diverted path in blue)



Appendix 3 QRP Note

CONFIDENTIAL



London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Lee Valley Technopark Through School

Wednesday 19 August 2015

Civic Centre, High Road, London, N22 8LE

Panel

Esther Kurland (chair)

Andrew Beharrell

Tim Pitman

David Birkbeck

Deborah Nagan

Attendees

Emma Williamson	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects

Apologies / report copied to

Stephen Kelly	London Borough of Haringey
Neil McClellan	London Borough of Haringey
Suzanne Johnson	London Borough of Haringey
Peter O'Brien	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

Harris Academy Tottenham, Lee Valley Technopark and Depot, Ashley Rd, London N17 9LN

2. Presenting team

Lester Korzilius	EWA
Marcin Puchala	EWA
Paula Goy	MACE
Andy Baker	MACE
Rebecca Skinner	JLL

3. Quality Review Panel's views

Summary

Whilst the Quality Review Panel welcomes the concept of converting the Lee Valley Technopark to become a new Through School, it has significant concerns about the development strategy in terms of relationship to context, site layout, and provision of high quality external space. Conversion of the existing buildings will not require planning consent. The panel's comments therefore focus on the new build teaching and sports facilities and development strategy. In particular, the panel recommends that every effort is made to expand the site boundary to include a strip of land to the east in Council ownership. This would provide much needed additional playground and external space for the school, and allow a rethink of the site layout, which the panel think will be essential to the success of the school. More detailed comments are provided below.

Relationship to context

- The conversion of the Technopark into a new Through School will have a significant impact on the area around it, which will need to be assessed as part of any planning submission.
- For example, analysis of pedestrian routes to the school should inform the location of entrances, and improvements required to the street outside the school, and park opposite.
- There is currently no pavement on the opposite side of the Ashley Road, and heavy vehicles will continue to use this to access the depot to the north in the short term.
- It is therefore likely that improvements will be needed to Ashley Road, to ensure a safe environment for children, teachers and parents arriving at the school.
- The panel is also aware that the depot site forms part of the Tottenham Hale District Centre Framework, which identifies it for housing development.

Report of Formal Review Meeting
19 August 2015
HQRP11 _Lee Valley Technopark Through School



- The relationship between the school and future housing development requires further exploration – for example to ensure that construction of a sports hall does not limit the development potential of neighbouring land.

Site boundary

- The panel thinks that the site boundary for the school should be reconsidered, in collaboration with Haringey Council, to improve the provision of outdoor space for the school.
- There is currently a footpath and sloping grass bank between the eastern boundary of the site and Watermead Way. This path is not well overlooked, and broken glass from vandalised street lights indicates it is likely to be an unsafe route at night.
- As part of analysis of movement patterns in the wider area, the panel think that closure of the footpath, allowing this area of land to be given to the school should be considered.
- Currently, there is pedestrian access between the footpath and Ashley Road between the depot and Technopark sites. Proposals for the school envisage closure of this link.
- The District Centre Framework envisages a new connection between Ashley Road and Park View Road.
- The panel thinks that these two changes to movement patterns around the school are likely to make the footpath to the east of the site obsolete – whereas this land could be of huge value to the school, increasing the amount of outdoor space for playgrounds.
- The potential for the school to use land under Watermead Way, for example as part of sports facilities for the school, should also be explored. This could form part of a strategy for use of sports facilities to generate income for the school.

Site layout

- The recommends a fundamental rethink of the layout of new buildings on the site.
- The current arrangement places a new hall and teaching block at the centre of the site, occupying an area that the panel think would be better used as playground.
- The proposed layout of the sports hall and MUGA appears equally wasteful of precious external space, creating left over triangles and narrow strips of land with no apparent use.

- This panel think further thought is needed in the layout of new accommodation, to maximise usable external space.
- The panel also thinks it may be preferable to locate the sports hall to the east of the depot site, away from future housing development.

Landscape design

- It will be essential to involve landscape design skills in the design team for this project, to make the best possible use of limited external space for the school.
- A clear landscape strategy would be helpful to inform decisions about the layout of new buildings, and how to provide high quality external space for pupils at primary and secondary level, as well as sports facilities.
- This should include considering the potential to use create accessible roof terraces on the new buildings, to supplement the school's limited outside space.
- The panel would also expect landscape design proposals to extend to the street outside the school, to ensure safe and welcoming pedestrian access.
- Improvements to the park opposite the school may be needed to accommodate pupils and parents who are likely to congregate there at the beginning and end of each school day.
- Boundary treatments require further thought, particularly towards Watermead Way, where an acoustic barrier may be needed to protect the school's outside space from traffic noise.

Boundaries between different areas within the site also require further consideration, as part of a rethink of the site layout.

- For example, it would be preferable to avoid the current arrangement, where access to sports facilities is via a narrow path between the primary playground fence and boundary fence.

Architectural expression

- The architecture of the new build elements of the school was not discussed in detail at this review, as the panel's comments were at a more strategic level.
- However, the panel thinks that the form of these buildings should be designed to frame high quality external spaces – rather than placing rectangular blocks on the site, leaving left over space around them that are difficult to use.
- In terms of cladding, the panel would encourage the design team to develop a limited palette of high quality materials, with restrained use of colour. Drawings



and visualisations will be needed to show how new elements relate to the existing buildings.

Sustainability

- The re-use of an existing building for the school is to be applauded in terms of sustainability.
- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.

Next steps

- The Quality Review Panel recommends that every effort should be made to include the strip of land owned by Haringey Council to the east of the site as part of the school site, as part of a rethink of the site layout.
- The panel would welcome a further opportunity to comment on the Through School before a planning application is submitted.

Appendix 4 DM Forum Notes

DEVELOPMENT MANAGEMENT FORUM MINUTES

Meeting	:	Development Management Forum- Harris Academy/Lee Valley Technopark
Date	:	Monday 28th Sept 2015
Place	:	Harris Academy/Lee Valley Technopark
Present	:	Emma Williamson(Chair), Robbie McNaugher, Tay Makoon
Minutes by	:	Robbie McNaugher

Emma Williamson welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. She explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, she explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.

Presentation by Lisa Kattenhorn Principal Harris Academy and Lester Korzilius Ellis Williams Architects

Q & A

Q: What will happen to the existing parking area?

A: It will become play space.

Q: What are the timescales for the removal of the depot? Is it contaminated?

A: Sept 2016 occupation of the new buildings, contamination reports have been carried out.

Q: Will there be parking for staff?

A: Accessed of Burdock Road 20 spaces including 3 disabled.

Q: Will the MUGAs be available for community use?

A: Yes they will include floodlights and will be available after 5.30 pm.

Q: What is the curriculum, science?

A: Triple science with 10 labs for science.

Q: Where is the play area? Is there any area for quieter games?

A: MUGA for noisy games, quieter areas closer to the school buildings for sitting, talking etc. the play areas are zoned for these activities.

Q: Is the path part of the site?

A: Yes the existing path will move, the school will take ownership of part of the existing path .

Q: What is the height of the new building?

A: Proposed buildings will be 3 storeys, the existing is 3 with a pitched roof.

Q: 4, 5 and 6 years on the 2nd floor?

A: In secondary rooms

Q: Is it an all through school?

A: Yes there is no transition.

Q: Is the library available to the public?

A: That is not proposed at the moment but could be discussed.

End of meeting

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2015/3255**Ward:** Noel Park**Address:** Alexandra Court 122-124 High Road N22 6HE

Proposal: Change of use of the second, third and fourth floors from B1 office to C1 hotel and roof top extension to create an additional floor. Works also include external refurbishment of existing and small extension into the car park on the second floor

Applicant: Mr Gareth Holland The Mall Limited Partnership**Ownership:** Private**Case Officer Contact:** Robbie McNaugher**Site Visit Date:** 05/01/2016

Drawing number of plans: 150164(D)001, 002, 003, 004, 005, 006, 007A, 008, 009, 010, 011A, 012, 0123, 014C, 015, 016A, 017, 018A, 19D, BREEAM report, Energy Statement, Design and Access Statement, Drainage Report Rev B, Transport Statement and Planning Statement

1.1. This application has been brought to committee because it is major development.

1.2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

This planning application has been submitted following a previous planning permission (reference HGY/2015/2395) for change of use from B1 office use to C1 hotel use, including external refurbishment works and extension into the car park on the second, third and fourth floors and was approved by the Sub-Committee 05/10/2015 subject to the completion of a S106 agreement. This application seeks consent for all of the previously approved works and to erect a fifth floor extension in addition. This proposal creates an additional 43 rooms (total 78 rooms) in a 5th floor extension. The principle of a hotel use is acceptable and would support the development of leisure and night-time economy within Wood Green town centre and contribute to the delivery of the Council's regeneration aspirations for this centre.

Given the unsuccessful marketing of the existing B1 use of the building the proposed change of use is considered acceptable subject to a legal agreement capturing a financial contribution for the compensation for the loss of employment floorspace and

appropriate measures to provide for local employment opportunities during construction and occupation of the proposed hotel.

The proposed alterations to the existing building, the small extension, the fifth floor new build extension and the change of use of the building itself from office space to a hotel would not have any material adverse impact on the amenity of residents and occupiers of surrounding properties or the setting of the Noel Park Conservation Area.

The proposed alterations and fifth floor new build extension would improve the appearance of the existing building, the character of the streetscene and the locality generally. The design adheres to the principles of 'designing out crime' and will be accessible to all users. The development would not create any unacceptable adverse impacts on the adjoining road network.

The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.

Subject to the imposition of conditions and a S106 agreement for financial contributions for the loss of employment floorspace and carbon offsetting, and participation in local employment initiatives at construction and operation stages, the proposal complies with the Development Plan.

2. RECOMMENDATION

- 2.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 07/03/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction Management and Logistics Plan
- 5) Method statement to protect London Underground structures

- 6) Low NOx boilers
- 7) CHP Emissions
- 8) BREEAM
- 9) Compliance with energy strategy
- 10) Future proofing
- 11) Plant noise
- 12) Air Quality and Dust Management Plan
- 13) Considerate Contractors

Informatives

- 1) The NPPF
- 2) CIL liable
- 2) Hours of construction
- 3) Party Wall Act
- 4) Thames Water – drainage
- 5) Thames Water –water pressure
- 6) Waste Management
- 7) Drainage
- 8) Combustion and energy plant
- 9) Asbestos

Section 106 Heads of Terms:

- 1) £22,500 for loss of employment floorspace to provide education and training
- 2) £30,600 Carbon Dioxide Offsetting to meet Carbon Dioxide levels required in the London Plan
- 3) Local Employment pre and post construction

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

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

1. In the absence of the provision of a financial contribution towards the loss of employment the proposal would have an unacceptable impact on employment generating floorspace within the borough. As such, the proposal would be contrary to Policy SP9 of the Haringey Local Plan 2013, Saved UDP Policies 2006 HSG2 and EMP4 and Policy 4.4 of the London Plan 2011.
2. In the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emission. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.

3. In the absence of the provision for local employment the proposal would fail to assist the local employment aims for the area contrary to London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9.

- 2.6. In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2 : Plans and images

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1. This is a planning application for a change of use from B1 office use to C1 hotel use, including external refurbishment works, extension into the car park on the second floor and an extension to the fifth floor to the plant roof and car park.
- 3.2. The proposed hotel would be set over 4 floors with 78 bedrooms including 8 accessible bedrooms. It would have 12 designated parking spaces including 4 disabled bays, cycle parking and refuse storage.
- 3.3. External works to the building are proposed including cladding the facade, insertion of new windows, a small extension into the existing second floor car park resulting in the loss of 3 existing parking spaces, and a new build element encompassing the existing fifth floor plant room and fifth floor car park resulting in the loss of 50 existing parking spaces.
- 3.4. The existing access from the High Road will be retained with a new entrance at level 2 of The Mall multi-storey car park. Servicing of the hotel would take place from the existing rear yard area which is also used by the adjacent retailers.
- 3.5. This application seeks consent for all of the works previously approved by the sub committee subject to a S106 agreement under reference HGY/2015/2395, and to erect a fifth floor extension creating an additional 43 rooms (total 78 rooms).

Site and Surroundings

- 3.5. The site is located on the eastern side of the High Road and forms part of the Wood Green Mall. The building occupying the site is five storeys high with the ground and first floors occupied by an A1 retail shop - Argos. The first floor is almost double height and used as storage ancillary to the ground floor retail use. The second, third, and fourth floors are currently vacant but have previously been used as B1 Office space on short term leases. The building is located within the Wood Green Town centre.
- 3.6. The site has a Public Transport Accessibility Level (PTAL) rating of 6 being very close to Wood Green Underground Station and several, frequent bus routes that operate on the High Road.
- 3.7. The surrounding area is characterised by a mix of building typologies and uses. The site adjoins the Mall shopping centre and has car parking at the top of the building. The surrounding buildings all vary in height ranging from three storeys to five storeys along the high road.
- 3.8. To the east of the site is the Noel Park Conservation Area.

Relevant Planning and Enforcement history

- 3.9. HGY/2011/0546-16 May 2011 - 2nd / 3rd / 4th Floor, Alexandra Court 122-124 High Road – permission granted for use of floors as B1 (office) and D1 (non-residential institutions)
- 3.10. HGY/2015/2395 2nd / 3rd / 4th Floor, Alexandra Court 122-124 High Road – change of use from B1 office use to C1 hotel use, including external refurbishment works and extension into the car park on the second, third and fourth floors. Resolved to grant by the Planning Sub-Committee 05/10/2015 S106 to be completed.

4. CONSULTATION RESPONSE

4.1. The following were consulted regarding the application:

LBH Drainage
LBH EHS Noise & Pollution
LBH Carbon Management
LBH Flood and Surface Water
LBH Waste Management
LBH Economic Development
LBH Emergency Planning and Business Continuity
LBH Transportation
London Fire Brigade
Designing Out Crime Officer
Transport for London
London Underground
Thames Water
Noel Park CAAC

The following responses were received:

Internal:

- 1) Carbon Management
No objection subject to compliance with their energy statement, carbon offsetting, district heating future proofing, renewable energy generation policy compliance and BREEAM 'very good' certification.
- 2) Transport
No objection subject to provision of a construction management plan.

- 3) Waste Management
No objection
- 4) EHS Noise & Pollution
No objection subject to conditions about the control of construction dust, and combustion and energy plant, and an informative regarding asbestos.

External:

- 5) TfL
Raised a number of concerns which the Council's Transportation Team have responded to in their comments.
- 6) Designing Out Crime
No objections
- 7) London Underground
No objections subject to a condition and informative to safeguard infrastructure
- 8) Thames Water
No objections subject to informatives in relation to drainage and water pressure

5. LOCAL REPRESENTATIONS

5.1. The following were consulted:

330 Neighbouring properties
1 Residents Association
1 site notice was erected close to the site

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

No of individual responses:

Objecting: 1

Supporting:

Others:

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

- Loss of privacy
- Dust and debris pollution concerns
- Duration and disturbance levels of construction period

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

- Loss of a private view (Officer Comment: a loss of view is not a material planning consideration)

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. Design and appearance
4. Parking and highway safety
5. Energy and sustainability
6. Waste Storage
7. Drainage

Principle of the development

- 6.1. The proposal seeks planning permission to change the use of an existing office building with associated extensions and alterations to provide a 78 bedroom hotel. The principle of the hotel use on this site and loss of the existing office use has previously been established and accepted under planning application reference HGY/2015/2395. Considering the principle of additional hotel rooms on this site, London Plan (2015) Policy 4.5 states that boroughs should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seek to improve the range and quality of provision especially in outer London in order to achieve 40,000 net additional hotel bedrooms by 2031. To ensure that new visitor accommodation is in appropriate locations it should be focused in town centres and Opportunity and Intensification Areas where there is good public transport access to central London and international and national transport termini.
- 6.2. London Plan Policy 2.13 and Local Plan Policy SP1 identify Wood Green as an Area for Intensification and growth area where development will be promoted. It has very good transport links to central London and Alexandra Palace. Policy SP1 also sets out the Council's aspirations for Wood Green Metropolitan Town Centre including encouraging development and management of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities. Saved UDP Policy CLT4 and emerging policy DM53 of the Development Management, Development Plan Document (2015) both state that applications for hotels will be permitted provided that the proposal is located within an existing town centre, are well served by public transport; and do not have an adverse impact on the amenity of nearby residential properties or other uses. Therefore, given the above policy considerations, the principle of a hotel in Wood Green Town Centre is supported subject to compliance with other relevant policy in the Development Plan. It also noted that the proposal would not conflict with the draft Site Allocations DPD allocation and design principles for the site.

- 6.3. The proposal would result in the loss of existing employment generating B1 floorspace use and Saved UPD Policy EMP4 and emerging policy DM40 of the Development Management, Development Plan Document (2015) both seek to protect employment generating uses. Therefore, the loss of employment generating B1 Office floorspace is required to be justified. Saved Policy EMP4 states that such employment space will be safeguarded unless marketing evidence of at least 18 months is provided in order to demonstrate that the B1 floorspace is no longer suitable for use as employment use in the short, medium, and long term. Policy DM40 requires 3 years worth of unsuccessful marketing.
- 6.4. The applicant has provided, a robust marketing history which states that marketing of the property for B1 employment use has been continuously carried out since 2008. The property was marketed by Lambert Smith Hampton on their website, The Estates Gazette Property Link and through an advertising board on the first floor elevation fronting the High Road. Despite a competitive rent offer and flexible lease terms the property was generally found to be too large and in poor condition. The report concluded that serviced offices were preferred by perspective tenants. The marketing report concludes that despite relative improvements within the market the property will continue to be difficult to let for office use for the foreseeable future, which essentially results in the property remaining vacant and unused.
- 6.5. In respect of loss of employment Local Plan Policies SP8 and SP9 are also relevant, in which these seek to support local employment and regeneration aspirations and address local unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes. In light of these policy aspirations the Council's Planning Obligations SPD requires a financial contribution to compensate for loss of employment floorspace based on the number of potential jobs lost and the cost of supporting and retraining workers. The SPD sets this out to be a rate of £30/sq.metres. The existing B1 floorspace is 750 m² and, therefore, a financial contribution of £22,500 would be required should planning permission be granted. The applicant would also be required to provide employment opportunities for local residents during construction and the operation of the hotel. These obligations would be secured by way of a Section 106 legal agreement.
- 6.6. The proposed 78 room hotel development would support the development of the leisure and night-time economy within Wood Green town centre and given the unsuccessful marketing of the existing B1 use the change of use is considered acceptable subject to compensation for the loss of employment floorspace and local employment opportunities during construction and occupation.

Impact on the amenity of adjoining occupiers

- 6.7. London Plan Policies 7.6 and 7.15 and Saved UDP Policies UD3 and ENV6 require development proposals to have no significant adverse impacts on the

amenity of surrounding occupiers and residents regarding loss of daylight / sunlight, increase sense of enclosure / loss of outlook, overlooking, loss of privacy and excessive noise levels. Draft Development Management Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

- 6.8. Concerns have been raised in relation to the impact on the privacy of the flats within Portman House which sits to the north of the site and has windows in the flank elevation. The relationship between the proposed use and the neighbouring properties was accepted on the previous application. It was noted that there is currently inter-visibility between the existing office and the upper floors of Portman House, whilst it is acknowledged that the hotel use would mean the building would be occupied more often in the evenings and night time than office use, as part of the proposal, the scheme would include the installation of some panels in place of existing windows. Therefore, the proposed hotel use of floors 2-4 as previously proposed would not give rise to a material level of overlooking or a loss of privacy thus safeguarding the amenity of residents of the neighbouring residential properties.
- 6.9. The new build element of the current proposal, positioned on the fifth floor encompassing the existing plant room, is not considered likely to result in a material level of overlooking or a loss of privacy for the flats of Portman House. The proposed extension is positioned over a storey higher than the top units of Portman House and overlooking is unlikely due to the acute angle between windows. With regard to loss of daylight or sunlight, the applicant has provided a BRE report which notes that there would be some loss of light to windows in the flank of Portman House but the rooms served are dual aspect so would retain good levels of light. The report concludes that the proposal is in accordance with BRE guidance and that there will be no adverse sunlight or daylight impact to the existing surrounding residential properties.
- 6.10. There are also residential units located above the western side of The Mall along the High Road frontage, some of which will be positioned opposite the fifth floor new build element at a similar level or lower. The residential units opposite are varied in design height and are set back from the street front elevation of The Mall. The separation distance of some 25 metres from the subject proposal and staggered height and design of the residential units means that the new build element is not considered likely to overlook or result in any unacceptable loss of privacy or loss of light levels to these residential units.
- 6.11. Given the site's location within a town centre it is considered that the increased activity as a result of the hotel use in terms of deliveries and customers coming and going would not have a material impact on the amenity of neighbouring properties. There are a number of businesses in the area including a cinema which open late into the evening. A condition is recommended on any grant of planning

permission in order to ensure that the plant would not exceed the background noise levels.

- 6.12. Concerns have been raised in relation to construction noise and dust. Noise impacts from construction would be a temporary impact and an informative can be attached to advise the applicant of its obligations under other legislation and it is considered that there would be no significant loss of amenity as a result of the construction works. A condition is recommended on any grant of planning permission to control construction dust. Overall the proposal is considered not to result in material harm to neighbouring amenity in accordance with the policies set out above.

Design and appearance

- 6.13. London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach.

- 6.14. The subject application differs from the previous planning application (reference: HGY/2015/2395) insofar as it includes new build extension at the fifth floor level encompassing the existing plant room over Alexandra Court and also along the High Road frontage of the multi-storey car park building adjoining. This will accommodate 43 more rooms at fifth floor level, including five which meet the wheelchair accessible standards. The proposed extension follows a similar design approach to the external alterations already approved for the site.

- 6.15. Due to the height of the existing building the fifth floor new build element will not be highly visible from the surrounding area. It would be a modern design using a contrasting dark grey cladding and glazing to create a high quality addition to the building. There is a level change between the existing car park level, which is positioned approximately 2metres below the Alexandra Court roof; however, the proposed development creates one integrated level across the two so that when viewed from the surrounding area there will be one cohesive new storey. This also means that there are no internal level changes but does require a 2 metres void beneath the extension above the car park. The void means that the hotel rooms would have a good level of privacy sitting higher than car park roof. The height of this extension and the resulting void would however not result in any significant adverse visual impact as it would not be visible from the east or evident when viewed from the High Road.

- 6.16. The proposal would also involve some relatively minor alterations to the exterior of the building namely additional cladding on the corner of the building and the insertion of new windows. The alterations to the exterior would modernise and improve the exterior appearance of the host building while providing opportunities for advertisements and branding for the hotel. Given the existing prominence of

the building within a commercial environment the proposed alterations and indicative signage (which will be subject to a separate advertisement consent application) are appropriate and will improve the appearance of the building and the streetscene generally.

- 6.17. There would be a small extension into the 2nd floor car park which would not be visible in the streetscene and in any case is appropriate in scale, bulk and height in relation to the host building.
- 6.18. The increase in bulk and massing and alterations to the exterior will modernise the host building whilst still being an appropriate scale to be subordinate to and complement the character in accordance with the above policies.

Noel Park Conservation Area

- 6.19. The Noel Park Conservation Area is located at the rear of the site. The minor alterations to the building, the small scale extension, and fifth floor new build element would improve the appearance of the existing building and would not be highly visible from Noel Park Conservation Area. It is therefore considered that the proposal would preserve, and would not harm, the character or appearance of the conservation area or its setting.

Crime Prevention

- 6.20. London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.
- 6.21. The proposal includes a number of design features to design out crime including 24 hour reception, CCTV inside the building's common areas, external CCTV to all site boundaries, hotel entrance, and all external doors lockable front doors with card entry and intercom, further security doors leading from lift lobbies to hotel bedrooms, and various bedroom security measures. The Metropolitan Police's Designing Out Crime Officer has provided comments and raises no objections.
- 6.22. Therefore, the proposal is in line with the principles of 'Secured by Design' and 'Safer Places' and complies with London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 in this respect.

Accessibility

- 6.23. London Plan policies 6.1 and 7.2, Local Plan SP11 and emerging policy DM53 of the Development Management, Development Plan Document seek the highest standards of access in all buildings and places by securing step-free access where

this is appropriate and practicable. London Plan Policy 4.5 states that 10% of hotel bedroom should be wheelchair accessible.

- 6.24. The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. The hotel would be fully accessible and is designed to meet the requirements of Part M of the Building Regulations to meet the needs of disabled people. The hotel would have level entrances from street level and the car park and an accessible reception area including an accessible WC. There is lift access to all floors of the hotel with an accessible room on each floor and suitable corridor widths. The accessible rooms would be larger with amended furniture and fittings with 1500mm turning spaces, distress alarms linked to reception and accessible bathrooms. The 8 accessible rooms would provide the 10% wheelchair accessible standard rooms required by Policy 4.5 of the London Plan.
- 6.25. The London Plan parking standards require new development to consider the needs of disabled drivers, and states developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders. Four disabled parking spaces would be provided close to the main entrance of the proposed hotel development, which is considered acceptable.
- 6.26. The applicant has demonstrated that the new development would be laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2, Local Plan Policy SP11 and Development Management, Development Plan Document Policy DM53.

Parking and highway safety

- 6.27. Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in draft DM Policies DM31 and DM32.
- 6.28. The Council's Transportation Team has been consulted and advised that the development site has a high level of accessibility to public transport. The site is served by 14 bus routes with frequencies ranging from 4 to 15 vehicles per hour and Wood Green LUL Station is approx. 411m (5 minutes' walk) from the site. They note that the High Street and adjoining streets are subject to parking controls that operate Monday to Sunday 8AM – 10PM. They note that the proposal will include 12 car parking spaces (including 4x disabled car parking spaces at second floor level). The car parking spaces are provided within the existing (The Mall) car park and are distributed over levels 2 to 5. It should also be noted that the applicant is not the operator of the car park and as there are no restrictions on the

use of the entire car park by guests of the hotel, the provision of 12 car parking spaces cannot be considered the maximum number of spaces for the hotel.

- 6.29. They note that TfL has commented that due to the scale of parking available in the existing car park the proposal is at odds with the spirit of the London Plan (as set out in FALP 2015 supporting para. 6A.8 which require parking to be limited to operational needs only). However, the Transportation Team note that it is unlikely that a hotel of this scale and with such a high accessibility to public transport would attract a significant level of carborne trips. This conclusion is supported by an interrogation (undertaken by the LB Haringey Transport Officer) of TRICS (Trip Rate Information Computer Systems), which shows that the likely trip generation of the proposal hotel would be 4 arrivals and 5 departures in the AM traffic peak period; and 6 arrivals and 4 departures in the PM peak traffic period. This suggests that the proposal will not generate a high parking demand. Furthermore the existing car park is not within the control of the applicant so this is not considered to be reasonable grounds to resist the proposal.
- 6.30. The Transport Team note that the servicing and delivery arrangements are as per the existing situation; a service area accessed from Pelham Road. All servicing and delivery activity will be contained within the premises and therefore will be clear of the adjoining highway. The existing service area includes adequate turning and manoeuvring provision to ensure that vehicles can access and leave the site in a forward gear. They note that the applicant's Transport Statement states that the delivery and service demand of the site would not be significantly greater than the extant use. No more than 5 deliveries per week are expected under the proposal. Transportation officers are satisfied that no significant highway impacts would arise from the servicing and delivery arrangements under the proposal.
- 6.31. The proposal includes 6 x cycle parking spaces within the car park, near to the entrance to the hotel at level 2. Ideally this cycle parking would be provided at ground level, however, this is unable to be achieved due to the small lobby area associated with the existing office. The cycle parking is consistent with the recommendations in the London Plan (FALP, 2015) and is acceptable.
- 6.32. The Transportation Team note that there is no dedicated coach or taxi parking provided under the proposal. They note the objections from TfL in relation to the arrangements for coach and taxi drop-off. One coach stop should be provided for every 50 rooms proposed in accordance with London Plan standards (FALP supporting paragraph 6A.9). However, arrivals / departures by coach will be very infrequent due to the highly accessible location and as the existing the Mall Car Park is not suitable for coach parking it is not feasible to have dedicated coach park provision. In the opinion of the transport officer this will not give rise to any significant disruptions to the surrounding highways or existing bus stops. Taxi drop-offs can be carried out where the existing parking restrictions permit.

- 6.33. A condition has been recommended on any grant of planning permission to ensure that appropriate transport and logistics measures are utilised during the construction period in order to ensure highway safety is maintained at all times.
- 6.34. Transportation officers do not object to the loss of 53 car parking spaces that would result from the proposal. Given the scale of the existing parking provision within the existing multi-storey car park the loss of 53 spaces does not adversely impact on parking in the area. It is considered likely that The Mall east car park will absorb the generated car parking demand thus preventing any undue impacts on the capacity of the adjoining CPZ. The development would not create any unacceptable impacts on the adjoining road network. The pedestrian access arrangement is unchanged. The servicing and delivery arrangements, including vehicle access, are unchanged. The provision of 4 x accessible car parking spaces is consistent with policy (London Plan 6.13). The cycle parking provision is satisfactory.

Energy and sustainability

- 6.35. The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan Policy SP4, and emerging Policy DM21 of the Development Management, Development Plan Document sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Local Plan Policy SP4 requires all new non-residential development shall be built to at least BREEAM 'very good' and should aim to achieve BREEAM "excellent".
- 6.36. The applicant has submitted a sustainability statement which demonstrates the new development will provisionally achieve BREEAM 'Very Good'. A condition will be attached to ensure that prior to occupation the applicant provides a final Certificate to certify that BREEAM 'very good' has been achieved.
- 6.37. London Plan Policy 5.2 requires all new non-domestic buildings to provide a 35% reduction in carbon emissions above 2013 Building Regulations. The applicant's energy statements states that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand by the incorporation of improved insulation, low energy lighting and efficient systems before the incorporation of decentralised and renewable technologies. The proposal will incorporate a combined heat and power unit (CHP) to meet the hot water requirement for the hotel with solar panels and air source heat pumps meeting a significant proportion of the heating and cooling demand. The statement concludes that no other renewable technology can be incorporated due to the operator and site constraints. It calculates a carbon emission reduction of 21.90% with an annual shortfall below the 35% London Plan target.
- 6.38. Given the limitations of the site and the constraints of the existing building this level of carbon reduction is considered acceptable in this instance and carbon offsetting

has been accepted to reach the London Plan target. The Mayor's Sustainable Design and Construction SPG sets out how this is calculated using a nationally recognised price or locally set price; currently £60 per tonne. The overall contribution should be calculated over 30 years which equates to £1,800 per year. The applicant's energy statement shows that the proposal has a shortfall of 17 tonnes; therefore, a contribution of £30,600.00 is sought through a S106.

6.39. The development has been designed so that if a heat network in Wood Green comes forward it would be possible to connect to the network, if appropriate. The Council's Carbon Management Team has requested further details of the safeguarded connection between the CHP and property boundary, to ensure that the proposal is adequately future proofed and follows Greater London Authority decentralised energy network design guidance provided. This has been secured by a condition.

Waste storage

6.40. London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection. The Council's waste management team raise no objections as the applicant will need to make their own arrangements with a private contractor. An informative has been attached to advise them of their obligations in this respect.

Drainage

6.41. London Plan (2011) Policy 5.13 'Sustainable drainage', Local Plan (2013) Policy SP5 'Water Management and Flooding' and emerging Development Management, Development Plan Document Policy DM21 'Sustainable Design, Layout and Construction' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.42. The policies above also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13

is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SuDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating SuDS measures should include details of how each SuDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.43. The applicant has provided a drainage report which states that the proposal will not impact on the existing arrangements for surface water drainage. The Council SUDs officer is satisfied with this proposal and there are no opportunities to attenuate due to the constrained nature of the site. The proposal will, therefore, provide sustainable drainage and will not increase floor risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

Conclusion

6.44. The proposed hotel development would support the development of the leisure and night-time economy within Wood Green town centre and contribute to the delivery of the Council's regeneration aspirations for this centre. Given the unsuccessful marketing of the existing B1 use over the past few years, the change of use is acceptable subject to compensation for the loss of employment floorspace and local employment opportunities during construction and occupation.

6.45. The additional fifth floor extension, proposed alterations to the existing building, and the change of use to a hotel itself would not have a significant adverse impact on the amenity of neighbouring residents or occupiers.

6.46. The proposed design is appropriate and would not harm the character and appearance of the conservation area and would improve the appearance of the host building and the streetscene generally. The design adheres to the principles of designing out crime and will be accessible to all users. The development would not create any unacceptable impacts on the adjoining road network and the loss of 53 car parking spaces in the Mall is acceptable given the significant amount of spaces which would remain.

6.47. The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.

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

7. CIL

Based on the information given on the plans, the Mayoral CIL charge will be £78,400 (2,240m² x £35) and the Haringey CIL charge will be £0 (Hotels are charged at a NIL Rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8. RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 150164(D)001, 002, 003, 004, 005, 006, 007A, 008, 009, 010, 011A, 012, 0123, 014C, 015, 016A, 017, 018A, 19D, BREEAM report, Energy Statement, Design and Access Statement, Drainage Report Rev B, Transport Statement and Planning Statement

Subject to the following condition(s)

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

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

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:
150164(D)001, 002, 003, 004, 005, 006, 007A, 008, 009, 010, 011A, 012, 0123, 014C, 015, 016A, 017, 018A, 19D
Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Willoughby Road, Frobisher Road and the surrounding road network is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.

5. The development hereby permitted shall not be commenced until detailed design, method statements and load calculations (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which provide details on all structures to accommodate the location of the existing London Underground structures and tunnels accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels. The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

6. Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water are to be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.

Reason: To protect local air quality.

7. Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions

standards as set out in the GLA SPG Sustainable Design and Construction for Band B.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

8. The development hereby approved shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) 'very good' has been achieved for this development,

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

9. The development hereby permitted shall be built in accordance with the energy and sustainability statements and the energy provision shall be thereafter retained in perpetuity, no alterations to the energy or sustainability measures shall be carried out without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. Prior to commencement of the development, save for stripping out the existing office, full details of the single plant room/energy centre, CHP and Boiler specifications, thermal store and communal network future proofing measures, including details of the safeguarded connection between the plant room and property boundary, should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the completed development is future proofed to enable connection to an area wide decentralised energy network to comply with Policies 5.5 and 5.6 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

11. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and

approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

13. Prior to the commencement of any works the site or Contractor Company is to be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

Informatives:

INFORMATIVE 1: THE NPPF

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

INFORMATIVE 2: COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £78,400 (2,240m² x £35) and the Haringey CIL charge will be £0 (Hotels are charged at a NIL Rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE 3: HOURS OF CONSTRUCTION WORK:

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

- 8.00am - 6.00pm Monday to Friday

- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE 4: Party Wall Act:

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

INFORMATIVE 5: THAMES WATER- DRAINAGE

In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

INFORMATIVE 6: WATER PRESSURE

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

INFORMATIVE 7: WASTE MANAGEMENT

Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system. The business must ensure that all area around the site are managed correctly by the managing agent to keep areas clean of litter and detritus at all times. The waste collection point will need to be at rear of the property from the service yard and will need to be accessible for refuse collection vehicles to enter and exit safely.

INFORMATIVE 8: ASBESTOS

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Transport Context</p> <p>The development site is located within The Mall Wood Green, which is in a town centre location. The site fronts onto High Road, which is a busy high street with a high level of pedestrian movement. The development is highly accessible by public transport, with a PTAL of 6a (with 0 being the worst and 6b being the best). The site is served by 14 bus routes (232, 243, 329, 121, W3, 67, 184, 221, W4, 123, 141, 29, 41, 144) with frequencies ranging from 4 to 15 vehicles per hour. Wood Green LUL Station is approx. 411m (5 minutes' walk) from the site. High Street and adjoining streets are included in a controlled parking zone (CPZ) and therefore are subject to parking controls. The CPZ operates Monday to Sunday 8AM - 10PM.</p> <p>Car Parking</p> <p>The Design & Access Statement provides that the proposal will include 12 car parking spaces (including 4x disabled car parking spaces at second floor level). The car parking spaces are provided within the existing (The Mall) car park and are distributed over levels 2 to 5. It should be noted that car parking associated with the hotel will not be limited to 12 car parking spaces only; that guests of the hotel arriving by car will be able to make use of the entire car park if needed. It should also be noted that the applicant is not the operator of the car</p>	<p>Further comments were requested specifically regarding the loss of 53 existing car park spaces in The Mall multi storey car park</p>

Stakeholder	Question/Comment	Response
	<p>park and as there are no restrictions on the use of the entire car park by guests of the hotel, the provision of 12 car parking spaces is theoretical and should not be viewed as the maximum provision for the proposed hotel.</p> <p>TfL's comments concerning the provision of car parking is noted and it does appear that the proposal is at odds with the spirit of the London Plan (as set out in FALP 2015 supporting para. 6A.8); that with the exception of accessible parking spaces, parking should be limited to operational needs only. However, it is unlikely that a hotel of this scale and with such a high accessibility to public transport would attract a significant level of car-borne trips. This conclusion is supported by an interrogation (undertaken by the LB Haringey Transport Officer) of TRICS (Trip Rate Information Computer Systems), which shows that the likely trip generation of the proposal hotel would be 4 arrivals and 5 departures in the AM traffic peak period; and 6 arrivals and 4 departures in the PM peak traffic period. This suggests that the proposal will not generate a high parking demand.</p> <p>No overspill parking will result from the development as the parking demand generated by the development will be contained entirely within The Mall car park. Therefore, the proposal will not create any undue impacts on the adjoining CPZ.</p> <p>Servicing & Delivery</p> <p>The servicing and delivery arrangements are as per the</p>	

Stakeholder	Question/Comment	Response
	<p>existing situation i.e. via a service area accessed from Pelham Road. All servicing and delivery activity will be contained within the premises and therefore will be clear of the adjoining highway. The existing service area includes adequate turning and manoeuvring provision to ensure that vehicles can access and leave the site in a forward gear. The delivery and service demand of the site is not expected to be significantly greater than the extant use. This is a fair assumption. No more than 5 deliveries per week are expected under the proposal. Transport officers are satisfied that no significant impacts will arise from the servicing and delivery arrangements under the proposal.</p> <p>Cycle Parking</p> <p>The proposal includes 6x cycle parking spaces within the car park, adjacent to the entrance to the hotel at level 2. The cycle parking is consistent with the recommendations in the London Plan (FALP, 2015) and is considered to be acceptable. London Plan (FALP) Table 6.3 recommends 1 space per 20 bedrooms long-stay and 1 space per 50 bedrooms short-stay cycle parking. The proposed 78 bedroom hotel would therefore require a minimum of 4 short-stay + 2 long-stay cycle parking spaces = 6 cycle parking spaces. Cycle parking should normally be provided in the most accessible and convenient locations, which tends to be the ground floor. As the proposal only includes a small area of the ground floor, which is used for access, cycle parking at ground level is not possible. The provision of cycle parking at level 2, although not ideal, is the most practicable</p>	

Stakeholder	Question/Comment	Response
	<p>arrangement for cycle parking. Cyclists will access level 2 by lift from the main access on High Road.</p> <p>Coach and Taxi Parking</p> <p>London Plan (Para. 6A.9) recommends a provision of 1 coach parking space per 50 rooms for hotel use, which would equate to 1 space for the proposal. The application states that coach and taxi drop-offs can take place on-street along High Street in the vicinity of the site, as permitted within the current parking restrictions. TfL has expressed concerns that coaches arriving at the site could potentially disrupt the flow of buses and traffic on High Street. TfL suggests that coach parking should be provided within The Mall Car Park. However, this is unviable option. The Mall Car Park is not suited to coaches. Both High Street and The Mall Car Park options have been discounted as viable options for coach parking, which means that the a dedicated coach parking space cannot be provided under the proposal. It is unlikely that a hotel in such a highly accessible location would attract frequent arrivals/ departures by coaches and in the event that this were to happen coaches are not allowed to park in bus stops. Taxis can drop-off where it is safe to do so within the existing parking restrictions on the High Street and is less of a concern than coaches.</p> <p>Conclusion</p> <p>Overall, the proposal is considered to be acceptable in transport terms. No detrimental highway impacts will be created on the adjoining road network. The pedestrian</p>	

Stakeholder	Question/Comment	Response
	<p>access arrangement is unchanged. The servicing and delivery arrangements, including vehicle access, are unchanged under proposal. No undue highway impacts will arise from servicing and delivery. The concerns raised by TfL regarding potential impacts arising from coaches have been considered but arrival/ departures by coaches is highly unlikely to be a frequent occurrence and in the event that this does occur, the current prohibition of coach parking at bus stop provides sufficient deterrence to coach parking in the High Street. The provision of 4x accessible car parking spaces is consistent with policy (London Plan 6.13). It is unlikely that the proposal will create a significant demand for parking, and any demand created by the development will be contained within The Mall Car Park. Transport officers are satisfied that there are no transport grounds to object to the proposal.</p>	
<p>Transportation (further comments)</p>	<p>The Mall benefits from 1,500 parking spaces. The proposal will involve the loss of 53 parking spaces to the area of the car park on the east side of the Mall, which consists of 700 of the 1,500 spaces. It is understood that 140 spaces housed on the roof top level (level 5) are not used on weekdays due to a lack of demand. We would therefore agree with the Transport Statement, which concludes that the loss of 53 parking spaces will not impact upon the availability of parking during the week. In any event, the presence of good on-street parking controls mean that the loss of the parking spaces would not result in the displacement of parking onto the surrounding residential streets.</p> <p>Recommend the following condition:</p>	<p>Noted, condition 4 attached.</p>

Stakeholder	Question/Comment	Response
	<p>The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Willoughby Road, Frobisher Road and the surrounding road network is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p>	
Waste Management	<p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>Also we require the business to ensure that all area around the site are managed correctly by the managing agent to keep areas clean of litter and detritus at all times.</p>	Noted and an informative attached.

Stakeholder	Question/Comment	Response
	<p>The waste collection point will need to be at rear of the property from the service yard and will need to be accessible for refuse collection vehicles to enter and exit safely.</p>	
Carbon Management	<p>Energy Strategy</p> <p>1) The energy baseline for the development proposal would have emitted 126.44 tonnes of CO2 per year if building regulations compliant. The scheme is required to deliver a carbon saving of 35% or a new target emissions of 82.13 tonnes of CO2 per year. Following implementation of the Energy Hierarchy (London Plan Policy 5.2) the development delivers a new emissions figure of 98.83 tonnes of CO2 per year which is a shortfall of 16.7 tonnes. The development proposes to offset these emissions as set out in policy. As such the development will be expected to make a contribution of £45,090.00 towards carbon reduction projects within Haringey.</p> <p>Action: Secure £45,090.00 towards carbon reduction projects within Haringey through s106 agreements for payment at commencement on site.</p> <p>2) The applicant has stated that they will deliver a development wide heating network powered by a CHP. This network will be able to be connected to area wide district energy networks at a later date. The Council requires more detail is given on how this connection will be made. This should include maps and technical specification.</p>	<p>Noted, carbon offsetting required through a S106. Conditions 9 and 10 imposed for compliance with the energy statement, district heating future proofing and BREEAM 'very good'.</p>

Stakeholder	Question/Comment	Response
	<p>Action: That the applicant provides the operational details of the heat network on the site (pressures and temperatures). The location of the energy centre and ensure that there is space for future heat exchangers. An identified route from the energy centre to the public highway, and that this will be reserved for connectivity to the area wide network on the public highway.</p> <p>3) The Energy Strategy highlights that ASHP will be used to provide heating and cooling loads. There are no schematics highlighting how the ASHP will work with the CHP and this could cause a conflict. If more heat is generated than is needed the ASHP will not offer any carbon reduction benefit. If this is the case then the ASHP will operate as an air conditioning unit and should not be classed a renewable technology. More details are requested, specifically:</p> <p>a) Clarification as to how the ASHP will operate alongside the combined heat and power plant;</p> <p>b) An estimate of the heating and/or cooling energy the ASHP would provide to the development and the electricity the heat pump would require for this purpose</p> <p>c) Details of the Coefficient of Performance (COP) and Energy Efficiency ratio (EER) of the proposed heat pump under test conditions.</p> <p>d) Evidence that the heat pump complies with the minimum performance standards as set out in the Enhanced Capital Allowances (ECA) product criteria for the relevant ASHP technology (http://etl.decc.gov.uk)</p> <p>e) An indication of the seasonal COP and EER of the heat pumps</p> <p>f) A calculation of the CO2 savings that may be realised</p>	

Stakeholder	Question/Comment	Response
	<p>through the use of this technology.</p> <p>Action: That the applicant confirms details on the ASHP as set out above. If the information provided shows an reduction in heat requirements and therefore will reduce the CHP operational time, the ASHP should be removed.</p> <p>4) The Energy Strategy highlights that 50m2 solar PV will be delivered on the site. These panels will be facing east rather than due south as would be expected for maximum energy generation. It is also noted that the roof area can accommodate more solar PV panels. We would ask that the calculations showing that the PV solar panels will only be able to deliver 50% of their maximum output is captured. And that the maximum number of solar PV panels are installed on the development.</p> <p>Action: That the applicant confirms that the solar PV panels calculations are correct, given the orientation of the panels. And that maximum opportunity for renewable energy generation is captured, working towards the policy compliance target of 20%.</p> <p>5) The Energy Strategy sets out how the carbon reduction will be achieved on this scheme. The Council will need to ensure that the development is delivered as set out in the energy strategy and designed.</p> <p>Action: That the LPA conditions the delivery of the energy strategy as set out in this document (Title: The Energy Strategy (issue 1); By: MRB Energy and</p>	

Stakeholder	Question/Comment	Response
	<p>Sustainability; Date: 15th August 2015) plus the additional requests above in point 2, 3, and 4. This will enable this to should include:</p> <ul style="list-style-type: none"> - The location of the energy centre and site wide heating network operations; - 50m2 solar PV on the roof of the development. <p>Any alterations to this strategy should be submitted to the Council for approval.</p> <p>BREEAM 6) The BREEAM Assessment (BREEAM 2014 Refurb & Fit-out Pre-assessment) sets out how the scheme will deliver environmental improvement. The submitted pre-design assessment shows that the scheme will comfortably achieve a "Very Good" outcome. The Council supports this and would recommend that this is secured through legal agreement.</p> <p>Action: That the LPA conditions that the BREEAM (BREEAM 2014 Refurb & Fit-out) assessment is carried out and that a post construction certificated is issued to the Council. This should demonstrate that the scheme has achieved "very good" to enable the discharge of the condition.</p>	
SUDS	The drainage strategy for this site is acceptable	Noted.
Environmental Health Pollution	<p>Recommend the following conditions:</p> <p>Combustion and Energy Plant:</p> <p>Prior to installation, details of the Ultra Low NOx boilers</p>	Noted, conditions 6 and 7 and an informative attached.

Stakeholder	Question/Comment	Response
	<p>for space heating and domestic hot water are to be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh. Reason: To protect local air quality.</p> <p>Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p><input type="checkbox"/> Management and Control of Dust:</p> <p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>Prior to the commencement of any works the site or Contractor Company is to be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>As an informative:</p> <p>Prior to demolition or refurbishment of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
EXTERNAL		
London Underground	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:</p> <p>the development will not have any detrimental effect on our tunnels and structures either in the short or long term</p> <p><input type="checkbox"/> the design must be such that the loading imposed on our tunnels or structures is not increased or removed</p> <p><input type="checkbox"/> we offer no right of support to the development or land</p> <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design, method statements and load calculations (in consultation with London Underground), have been submitted to and approved in</p>	<p>Condition 5 and informative attached as requested.</p>

Stakeholder	Question/Comment	Response
	<p>writing by the local planning authority which: provide details on all structures accommodate the location of the existing London Underground structures and tunnels accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.</p> <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p> <p>We also ask that the following informative is added:</p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; and construction methods.</p>	
Transport for London	<p>TfL deems the car parking allocation to be too high. Given the excellent (6a) PTAL rating of the site TFL would expect the applicant to propose a 'car free'</p>	<p>These comments are addressed in the Transportation Team's response</p>

Stakeholder	Question/Comment	Response
	<p>scheme. This would be in exception to at least 4 designated blue badge space, however, TfL would accept a maximum of 8 blue badge bays as there is 8 wheelchair accessible rooms. Moreover, given that the applicant has outlined the ample car parking facilities in the vicinity of the site TfL would need clear justification of why there is a need for car parking facilities.</p> <p>TfL are dissatisfied with the arrangements for coach and taxi drop-off. the applicant has proposed “The Bus Stops on the A205 High Road have wide yellow line running along their length which does not preclude private coaches and taxis from using them. The bus stops in question are both in order of 40 metres in length, therefore occasional use by private coaches and taxis will not create untoward obstruction to regular buses”. However, the bus stop in question (Wood Green Shopping City Stop J) has been reduced in size since the redevelopment works on Wood Green High Road and New Street furniture has been placed on the highway. TfL cannot condone taxi’s or coaches waiting or serving this stop. At present if two buses are serving this stop then nothing can pass due to the new traffic island adjacent to the stop. TfL requires the applicant to determine a new plan for coach and taxi parking. TfL would recommend that given sufficient swept path analysis the applicant could convert car parking spaces into a coach bay and a taxi drop-off.</p> <p>Whilst TfL are content that the quantum of cycle parking provided is adequate, the applicant should detail where the parking will be located on the appropriate floor plans.</p>	

Stakeholder	Question/Comment	Response
	<p>Moreover, access for cycle parking should be provided at further detail to ensure that access.</p> <p>The proposed method of delivery and servicing, from Pelham Road via a servicing yard is deemed to be agreeable. The applicant should provide a Delivery and Servicing Plan to outline how the increased number of deliveries will be managed within the existing use.</p> <p>The applicant should also provide a Construction Logistics Plan to ensure that no negative impacts are caused by the construction phase of the proposal.</p>	

Stakeholder	Question/Comment	Response
<p>Thames Water</p>	<p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9</p>	<p>Noted and informative included.</p>

Stakeholder	Question/Comment	Response
	litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.	
Designing Out Crime	No objections. The Architects for the scheme have previously consulted with me, and my comments to "Design out crime" and design features have been incorporated into the scheme. With the correct specification of door and access control features, the site would achieve the Secured by Design standard and I can give further advice as required.	Noted.
NEIGHBOURING		

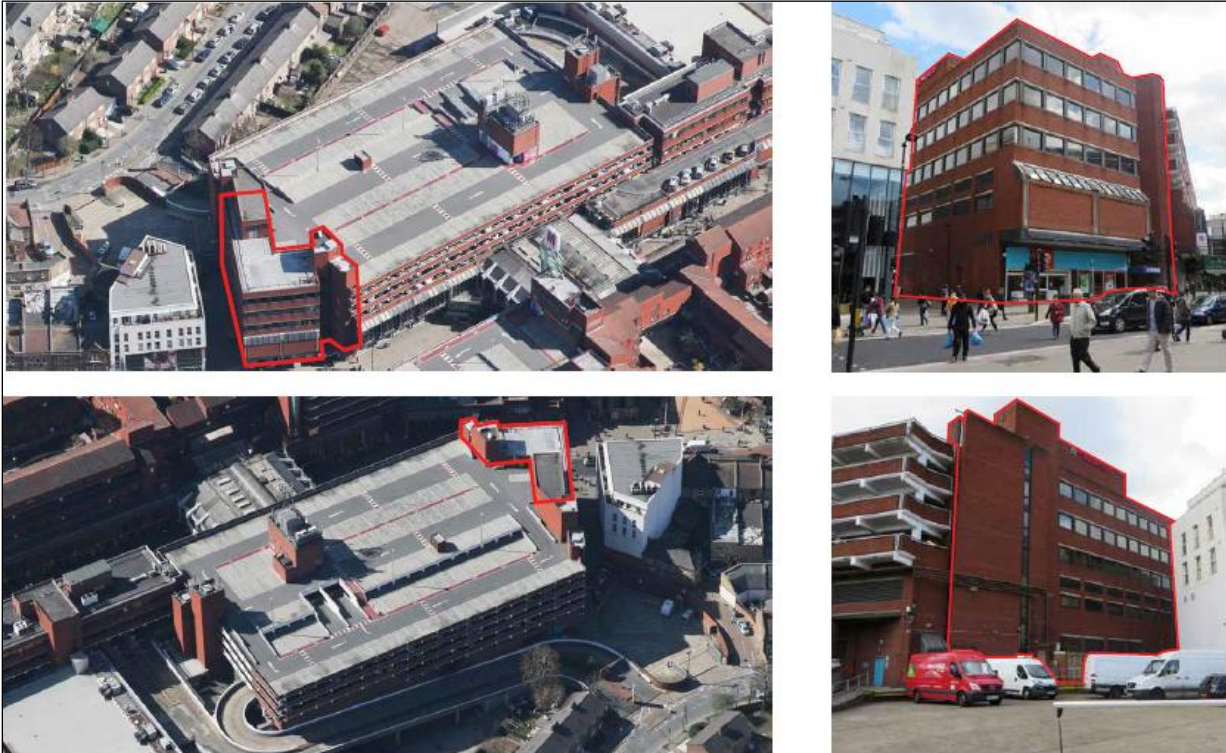
Stakeholder	Question/Comment	Response
PROPERTIES		
	<p>- I would like to know the hours that the building site will be open from and until. I would also like to know if the work will be done from monday to friday or if it will also be during the weekends. From previous experiences this will highly disrupt our weekends and sleeping patterns. On the same note, could you provide information as until when this development will last for?</p> <p>- I'm concern that this development will encroach the view from my terrace and impede privacy so before thinking in objecting this planning application I would like to know if the side of the B1 office building will have windows or views to my terrace?</p> <p>- What measures has the contractor put in place to minimize the dust and other debris blowing onto my property?</p>	<p>The hotel would be open 24 hours but given the nature of the surrounding uses this is not considered to have a significant impact on the amenity of neighbouring properties. The impact on construction would be a temporary impact, the hours of working are enforced through the control of pollution act.</p> <p>This is addressed in para 6.9 above</p> <p>This is addressed in para 6.12 above</p>

Appendix 2 Plans and Images

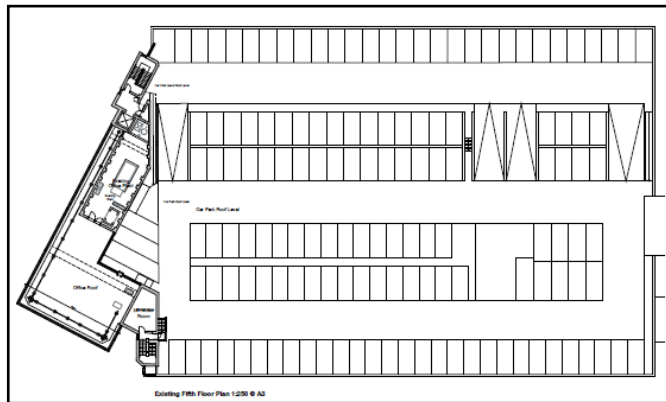
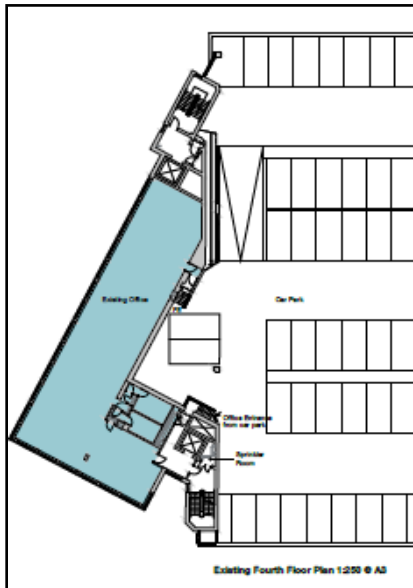
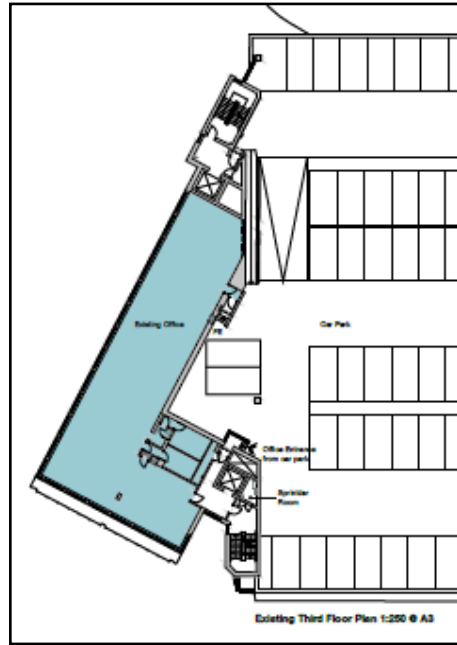
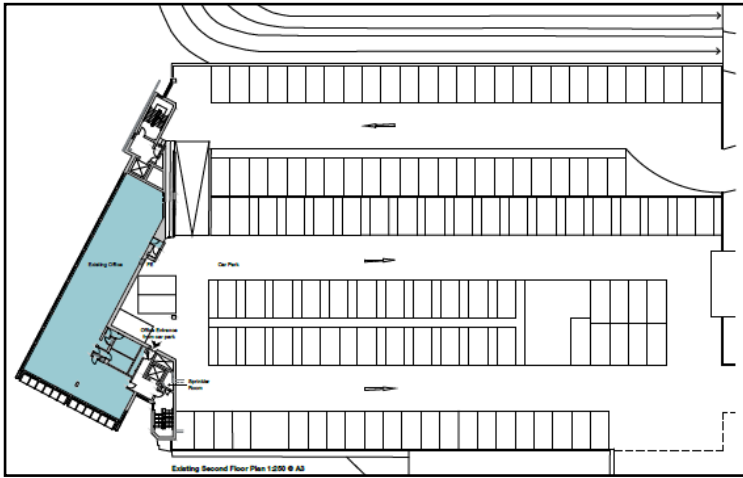
Site Location Plan



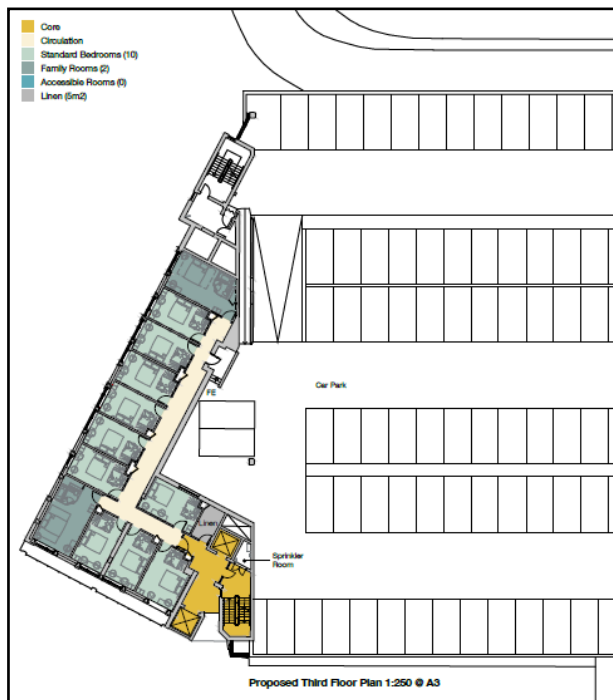
Existing photos

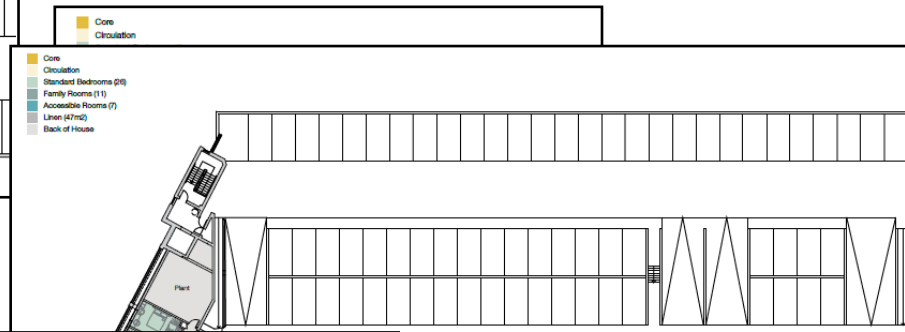
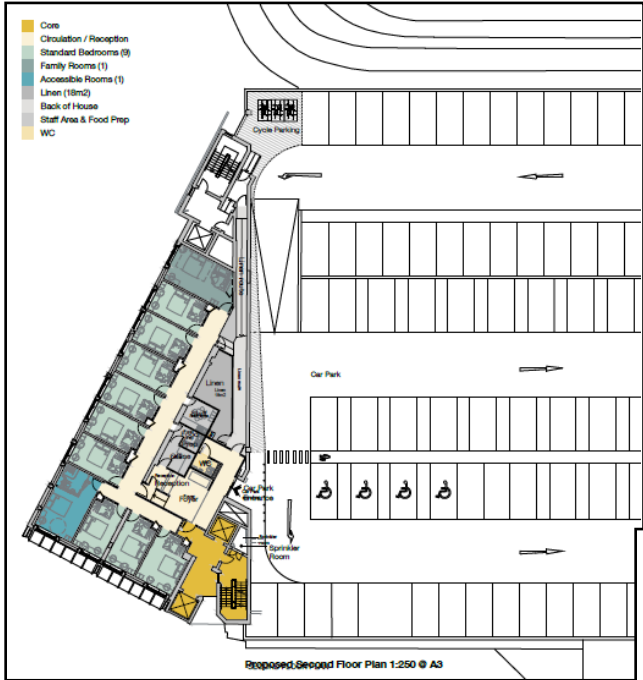


Existing floor plans

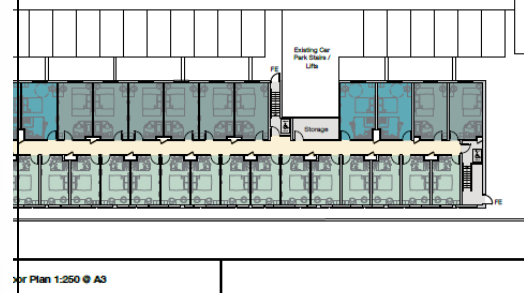


Proposed plans

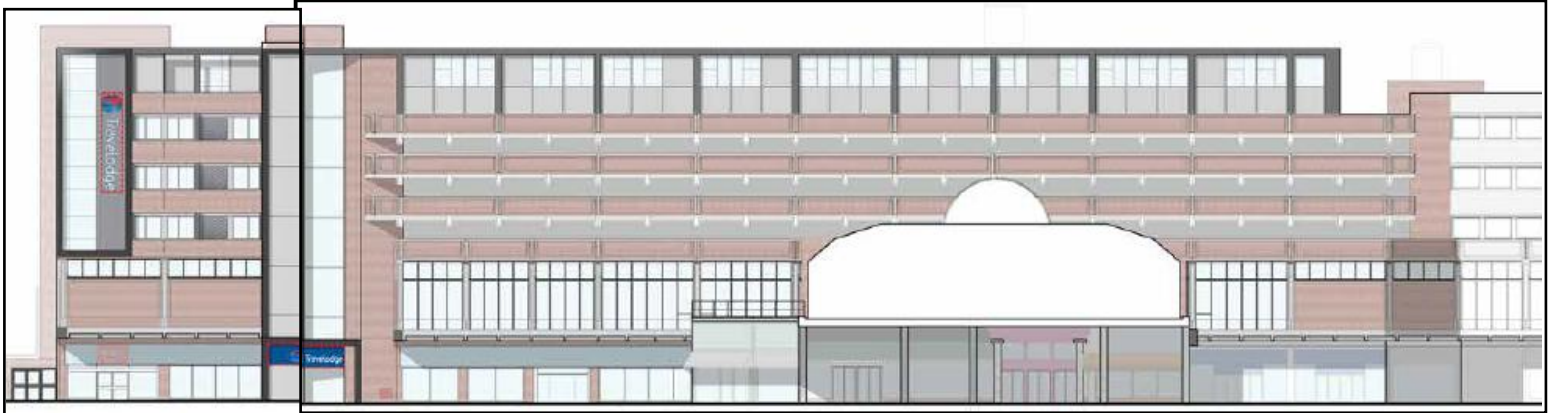




Proposed northern elevation



Proposed western elevation



Artist's impression

