

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Monday, 14th March, 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 11 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. MINUTES (PAGES 1 - 22)

To confirm and sign the minutes of the Planning Sub Committee held on 16 February.

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. UNIT 2 FOUNTAYNE BUSINESS CENTRE, BROAD LANE, N15 4EQ (PAGES 23 - 54)

Temporary change of use until 31st December 2019 from office (Class B1) to education use (Class D1) together with the development of a new primary entrance, a new second (mezzanine) floor for education use (Class D1) and 5 No. new roof lights.

RECOMMENDATION: grant permission subject to conditions.

8. RAGLAN HALL HOTEL 8-12 QUEENS AVENUE N10 3NR (PAGES 55 - 108)

Change of use of property from hotel (C1) to residential (C3), to provide 8 x 1 bed, 8 x 2 bed and 2 x 3 bed flats, with basement car park and external alterations.

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

9. ALEXANDRA PALACE & PARK ALEXANDRA PALACE WAY N22 7AY (DEFERRED FROM 7 MARCH MEETING) (PAGES 109 - 150)

Construction and operation of a Go Ape high ropes course

RECOMMENDATION: grant permission subject to conditions.

10. 624 HIGH ROAD N17 9TL (PAGES 151 - 196)

Minor Material amendment to planning permission HGY/2009/1532 for (42 mixed tenure residential units and 1 commercial unit) for reconfiguration of the proposed units; changes to mix and tenure; reconfigured and relocated entrance arrangement; design changes to the frontage; relocated refuse storage; omission of green roof and revised energy strategy; increased top floor terraces and removal of planter; window pattern, entrance canopy and rear stone surround amendments.

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

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

12. DATE OF NEXT MEETING

Special Planning Committee 16 March.

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Bernie Ryan

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River Park House, 225 High Road, Wood Green, N22 8HQ

4 March 2016

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MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON TUESDAY 16 FEBRUARY 2016

PRESENT:

**Councillors: Peray Ahmet (Chair), Vincent Carroll (Vice-Chair),
Dhiren Basu, David Beacham, John Bevan, Clive Carter, Natan Doron,
Toni Mallett, Elin Weston and Reg Rice**

1. FILMING AT MEETINGS

The Chair referred Members present to agenda Item 1 as shown on the agenda in respect of filming at this meeting, and Members noted the information contained therein.

2. APOLOGIES

Apologies for absence were received from Cllr Patterson, for whom Cllr Rice was substituting and from Cllr Ryan.

3. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. LAND ADJACENT TO 2 CANNING CRESCENT N22 5SR

The Committee considered a report on the application to grant planning permission for redevelopment of a vacant site for a residential development of 19 dwellings comprising eighteen flats and one dwelling house (all C3 Use Class) including private and communal amenity spaces, refuse facilities, cycle storage, landscaping, three parking spaces and new vehicular access from Kings Road. The report set out details of the proposed development, site and surroundings, relevant planning history, consultation and responses and material planning considerations.

The Planning Officer gave a presentation outlining the key aspects of the report.

Cllr Wright, ward councillor for Woodside, addressed the Committee on behalf of a local resident and raised the following points:

- The site was ideal for residential use, especially as there was a need for land for new developments in the borough.

- Redevelopment of the site would be welcomed, as it was currently in a state of disuse.
- The design was supported, there would be no overlooking of neighbouring properties and the proposal was felt to be in keeping with the area.
- Neighbours had been consulted properly and the applicants were commended for their engagement with the local community.
- Cllr Wright personally expressed concerns regarding the level of affordable housing contribution, but stated that this was a wider issue that he would take up in his role as Chair of the Overview and Scrutiny Committee, and was not specific to this particular application.

In response to a further question from the Committee regarding the lack of affordable housing and the onus being on developers in relation to viability assessments, Cllr Wright confirmed that this was a wider issue than this particular application. It was noted that the application had been considered at the pre-application stage, and that Members had noted at that time that the affordable housing contribution offered by the applicants was higher than that required in accordance with the viability assessment.

The Committee asked questions of the officers in relation to the application, and the following points were raised as part of the discussion:

- The Housing Service had been consulted on the application, but had not formally provided any comments for inclusion in the report. Officers advised that the Housing Service had, however, attending the pre-application meeting and had given the view that, given the small number of units at the site, an off-site contribution would be preferable.
- The Committee expressed concern that not all of the eligible housing associations in the borough had been asked whether they would be interested in managing on-site affordable units at this site. It was confirmed that all five of the Council's preferred providers had been approached, but that in general housing associations took the view that it was not practical or cost-effective to take on sites with only one or two affordable units. It was noted that discussions with Homes for Haringey in relation to the possible management of sites with a small number of affordable units were progressing separately.
- It was confirmed that the viability assessment submitted had been independently assessed, and that the contribution arising from that assessment was £165k. The applicants had chosen to offer an increased amount of £250k.
- In response to further concerns regarding the level of affordable housing contribution, it was confirmed that details of the viability assessment and the reasons for the proposed contribution were set out in the report.
- It was confirmed that the proposed development was compliant with the Lifetime Homes Standard, as set out in paragraph 6.11.1 of the report.
- The Committee asked about the lack of green spaces proposed in relation to the policy on sustainable urban drainage systems (SUDS). The applicants confirmed that a green communal space was proposed and that they were happy to explore the options in respect of SUDS provision. The Committee agreed that an informative be added for the applicants to explore the option of delivering a SUDS within the proposed green space.

- The Committee asked the architect about the efforts made to ensure the design fit in with the surrounding area. The architect advised that there had been extensive discussion with the planners around the massing and appearance of the scheme; the stepping of the roof level on both sides of the block was intended to fit in with the height of the surrounding buildings, and the gap for the stair core was designed to break down the overall volume and to be in keeping with other buildings in the vicinity. It was noted that the buildings in Canning Crescent were of a diverse nature and that the materials and details proposed were intended to pick up on the best of the neighbouring features, with a contemporary interpretation. The architect did not agree with the suggestion made that the proposal resembled an office block.
- Officers confirmed that the quality of the materials as demonstrated by the applicants so far was felt to be satisfactory, and it was noted that there was also a condition giving the Council's planners approval of the final materials to be used.
- The Committee asked about the reasons for the viability assessment having been submitted on the basis of an alternative use for the site, in this case student accommodation, and whether this was usual practice. Officers advised that, as the site had been vacant for a significant period of time, it was standard industry approach to use an alternative use value. Officers advised that they would not have supported the alternative of using the market value, as this would have resulted in a lower affordable housing contribution level being identified.

In response to a question from the Committee, the legal advisor confirmed that it would be improper for the Committee to seek refusal for an application on the basis of the level of affordable housing contribution when that application had been determined as compliant with the relevant planning policies. The Committee was advised that such a decision would fall outside the Committee's remit and would be subject to legal challenge.

Cllr Bevan moved an alternative recommendation that the application be refused on the basis of design and the level of section 106 contribution proposed, and this motion was seconded by Cllr Rice. On a vote of four in favour and five against and one abstention, the motion was not agreed.

The Chair moved the recommendation as set out in the report, that the application be granted subject to conditions and subject to a section 106 legal agreement with the additional informative that the applicant explore the option of delivering a SUDS within the proposed green space, and on a vote of four in favour and five against and one abstention, this motion was not agreed.

The Committee was advised by the legal advisor that the application was currently undetermined and could be subject to appeal against non-determination. It was noted that the failure to agree the recommendation to grant permission was not the same as a positive vote to refuse, supported by a majority of the Committee. It was noted that it was available to the Committee to move a further recommendation.

Cllr Rice moved a recommendation that the application be refused on the grounds that the design was inappropriate in this location, and this motion was seconded by Cllr

Carter. The Committee was advised that any refusal on the grounds of design should set out why the Committee felt that the design was unacceptable with reference to the relevant design guidance, particularly as the Quality Review Panel had commented that the design was acceptable. It was noted that design was a subjective matter. On a vote of three in favour, six against and one abstention, this motion was not agreed.

Cllr Weston moved the original recommendation as set out in the report, that the application be granted subject to conditions and subject to a section 106 legal agreement, with the additional informative that the applicant explore the option of delivering a SUDS within the proposed green space, and this was seconded by Cllr Doron. On a vote of four in favour, four against and two abstentions, there was a tied decision.

The Committee sought the advice of the legal advisor, who indicated that there was the option of the application remaining undetermined or for the Chair to exercise her right to a casting vote. In response to questions from the legal advisor the Chair indicated that she wished to exercise this right and that she would use her casting vote in favour of the motion. With the vote therefore standing at five in favour, four against and one abstention, this motion was carried.

In response to a point of order raised by a member of the Committee, the legal advisor confirmed that the Chair's right to a casting vote as set out in the Council's constitution was not dependent on a preliminary vote having previously been cast by the Chair for or against the motion in question.

RESOLVED

- i) That the Committee resolved to grant planning permission and that the Head of Development Management is authorised to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- ii) That the section 106 legal agreement referred to in resolution (i) above is to be completed no later than 31 March 2016 or within such extended time as the Head of Development Management shall in her sole discretion allow.
- iii) That, following completion of the agreement referred to in resolution (i) within the time period provided for in resolution (ii) 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) Sustainability
- 5) No permitted development for satellite dishes
- 6) Cycle parking

- 7) Refuse storage
- 8) Land contamination investigation works
- 9) Contamination remediation if required
- 10) Landscaping
- 11) Landscape management
- 12) Construction Management Plan
- 13) Sustainable drainage
- 14) Dust
- 15) Electric vehicles
- 16) Piling

Informatives

- 1) Co-operation
- 2) Drainage
- 3) Thames Water
- 4) Sewers
- 5) Street Numbering
- 6) Hours of Construction
- 7) CIL
- 8) Highways works
- 9) Asbestos

Section 106 Heads of Terms:

- 1) An affordable housing contribution of £250,000
- 2) A carbon offsetting contribution of £4,050
- 3) A Construction Training and Local Labour Initiatives contribution of £24,052
- 4) Resident's Parking Permit restriction ('Car-Free' development)
- 5) A transport and highways contribution of £25,000
- 6) A Traffic Management Order contribution of £1,000
- 7) Car Club membership (two years membership and £50 credit)
- 8) Provision of 10% wheelchair accessible dwellings
- 9) Considerate Contractors Scheme

- iv) That, in the absence of the agreement referred to in resolution (i) above being completed within the time period provided for in resolution (ii) 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, highways works and car club funding, 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.
- v) In the event that the Planning Application is refused for the reasons set out in resolution (iv) 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 Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Conditions:

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:

6484-D1000 Rev 01; 6484-D1100 Rev 00; 6484-D1700 Rev 00; 6484-D1701 Rev 00; 6484-D1702 Rev 00; 6484-D1703 Rev 00; 6484-D4100 Rev 08; 6484-D4101 Rev 08; 6484-D4102 Rev 08; 6484-D4103 Rev 08; 6484-D4104 Rev 00; 6484-D4500 Rev 02; 6484-D4501 Rev 02; 6484-D4700 Rev 02; 6484-D4701 Rev 02; 6484-D4702 Rev 02; 6484-D4703 Rev 02; 6484-D4800 Rev 00; Design and Access Statement (September 2015); Planning Statement (September 2015); Consultation Statement (24/08/2015); Desk Study Report (August 2015); Daylight and Sunlight Report (03/09/2015); Market Report (August 2015); Flood Risk Assessment (August 2015); Sustainability and Energy Statement (August 2015); Transport Statement (August 2015).

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

3. Notwithstanding the information submitted with this application, no development above ground 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 dwellings hereby approved shall achieve a reduction in carbon (CO₂) emissions of at least 29% against Part L of the Building Regulations 2013. No dwelling shall be occupied until a certificate has been issued by a suitably qualified expert, certifying that this reduction has been achieved.

Reason: 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 2015 and Policies SP0 and SP4 the Haringey Local Plan 2013.

5. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

6. The development shall not be occupied until a minimum of 33 cycle parking spaces for users of the development, have been installed in accordance with the details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.

7. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2015.

8. Before development commences, other than for investigative work and demolition:

a) A site investigation shall be designed for the site using information obtained from the hereby 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 for written approval.

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 in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. No development above ground shall take place 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 enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

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 consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

11. The development shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens is submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and maintained thereafter.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Prior to the commencement of development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Eastern Road 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 network.

13. Prior to any works commencing on site, with the exception of demolition, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been

incorporated as part of the scheme in the interests of sustainability and in accordance with 5.13 of the London Plan.

14. 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 safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2015, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

15. No development above ground shall take place until details of a minimum of one electric vehicle charging point shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of the premises and retained thereafter in perpetuity.

Reason: To provide facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy 6.13 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

16. 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: To ensure that any piling has no impact on local underground sewerage utility infrastructure. The proposed works will be in close proximity to underground sewerage utility infrastructure.

Informatives:

INFORMATIVE 1: 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: 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 3: 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 4: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

INFORMATIVE 5: 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 6: 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 7: Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £61,740 (1764sqm x £35) and the Haringey CIL charge will be £291,060 (1764sqm x £165). 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 8: The proposed development requires works to the public highway which will be carried out by the Council at the applicant's expense. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

INFORMATIVE 9: 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.

6. ST ANNS ROAD POLICE STATION 289 ST ANNS ROAD N15 5RD

The Committee considered a report on the application to grant planning permission for demolition of extensions and outbuildings, the conversion of the former police station and the construction of new residential buildings to provide 28 x 1, 2, 3 and 4 bedroom dwelling units, parking provision, cycle and refuse storage. The report set out details of the section 106 heads of terms/ s278 agreement, proposed development, site and surroundings, relevant planning history, consultation and responses, material planning considerations and CIL.

The Planning Officer gave a presentation outlining the key aspects of the report.

Cllr Blake, ward councillor for St Ann's addressed the Committee in support of the application and raised the following points:

- The increase in affordable units compared with the previous application which had been refused permission was broadly welcomed.
- The separation between the existing police station building and the new block was welcomed; the police station was a well-loved local building and it was important to maintain its integrity.
- It was positive that this application included more communal space and a garden area.
- Local councillors and residents asked for the buildings to be as sustainable as possible.

In response to a question from the Committee regarding their intention to proceed with the appeal against the previous refusal of planning permission, the applicants advised that it would not make financial sense for them to appeal in the event that they had an implementable planning permission in place. The legal advisor to the Committee asked for clarification on this point in respect of the application currently before the Committee, and the applicants confirmed that the permission as set out in the report before the Committee, including the conditions and section 106 agreement, would in their view be an implementable permission if granted.

The Committee asked a number of questions of the applicants and officers, and the following points were raised during the discussion:

- In response to a question regarding the roof, it was confirmed that a shallow pitch was proposed in order to reduce the overall height of the scheme, compared with the height that would be needed in order to accommodate a flat roof.
- The Committee asked how the reduction in density had been achieved, in response to which the applicants confirmed that introducing the gap between

the police station and new block as well as the reduction in the depth of the plan had contributed to the lower density. It was noted that the smaller plan depth had also enabled all units to be dual aspect.

- In response to a question from the Committee regarding how the parking spaces would be allocated, the applicants confirmed that allocation would be on a basis of need, with priority given to the family-sized units. The applicants confirmed that none of the open-market units would be advertised as having a dedicated parking space and that allocation would be solely on the basis of need.
- In response to a question regarding the gap between the police station and new block, the applicants confirmed that this would be for the use of residents to access the bicycle park. It was confirmed that this would be secured by means of a gate and would be lit for additional security. It was agreed that an informative should be added to ensure that lighting of the gap was included explicitly in the landscaping scheme required by condition.
- The Committee welcomed this application as an improvement on the proposal previously submitted.

The Chair moved the recommendations as set out in the report, with the additional informative that lighting of the gap be included explicitly in the landscaping scheme, and on a vote the motion was carried and it was therefore:

RESOLVED

- (i) That the Committee grant planning permission and that the Head of Development Management be authorised to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 / section 278 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- (ii) That the section 106 / section 278 legal agreement referred to in resolution (i) above is to be completed no later than 16th March 2016 or within such extended time as the Head of Development Management shall in her/his sole discretion allow; and
- (iii) That, following completion of the agreement(s) referred to in resolution (i) within the time period provided for in resolution (ii) 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) Central satellite dish – removal of PD rights for antennas
- 5) Refuse and recycling details
- 6) Construction management statement
- 7) Dust management
- 8) NOX boilers

- 9) Communal boilers
- 10) NRMM
- 11) Carbon reduction
- 12) Removal of PD rights to 5 x mews houses
- 13) Minimum cycle parking provision and maximum on site car parking provision
- 14) Site wide landscaping
- 15) Drainage: Greenfield run-off rates to be achieved

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Street Numbering
- 4) Hours of construction
- 5) Thames Water
- 6) London Fire Brigade

Section 106 Heads of Terms / S278 Agreement:

- 1) Car capped;
- 2) Residential Travel Plan, Car Club, Electric Charging Points;
- 3) £3,000 per Travel Plan for monitoring;
- 4) £20,000 CPZ review;
- 5) £3,514.55 in s278 contributions;
- 6) £15,000 towards cycling and walking improvements;
- 7) 21% (by unit number) Affordable Housing;
- 8) Employment and training obligations. Notification to Council of any job vacancies during the construction phase;
- 9) Review mechanism should the development not be implemented within 18 months; and
- 10) Considerate Contractors Scheme.

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

1. In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan Policy SP7, saved UDP Policies M8 and M10, and draft DM Policy DM32 and London Plan Policies 6.11, 6.12 and 6.13.
2. In the absence of the provision of 21% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan Policy SP2, London Plan Policy 3.12 and draft DM Policy DM13.

3. In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to saved UDP Policy UD3, and draft DM Policy DM1 and London Plan Policy 7.6.
 4. In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan Policy SP8 and London Plan Policy 4.1
- (v) In the event that the Planning Application is refused for the reasons set out in resolution (iv) 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 Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (i) above to secure the obligations specified therein.

Conditions

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:
 - A_XX-00_DR_0001 Rev C - Existing Site Location Plan;
 - A_XX-00_DR_0002 Rev B - Existing Site Plan;
 - A_XX-00_DR_0004 Rev B - Existing Police Station Existing Ground First Second Floor Plans;
 - A_XX-00-DR_0005 Rev B - Existing Police Station Elevations;
 - A_XX-E1-DR_0003 Rev B - Existing Site Street Elevations;
 - A_BAB-ZZ-DR_0200 Rev K - Proposed Buildings A and B Ground First Floor Plans;
 - A_BAB-ZZ-DR_0201 Rev J - Proposed Buildings A and B - Second Third Floor and Roof Plans;
 - A_BC-ZZ-DR_0203 Rev E - Proposed Building C - Ground First Second Floor and Roof Plans;

- A_XX-00-DR_9100 Rev H - Proposed Site Plan and Landscape Plan;
- A_XX-E1-DR_0204 Rev D - Street Elevations - Hermitage Road and St Anns Road;
- A_XX-E1-DR_0205 Rev C - Street Elevations - Building C;
- A_XX-E1-DR_0207 Rev F - Detailed Elevations 1;
- A_XX-E1-DR_0208 Rev E - Detailed Elevations 2;
- A_XX-E1-DR_0209 Rev D - Detailed Elevations 3;
- A_XX-E1-DR_0211 Rev D - Elevations - Building C;
- A_BA-UN-DR_0300 Rev B - Building-A 1B2P Type-A Unit P;
- A_BA-UN-DR_0301 Rev B - Building-A 1B2P Type-B Unit Plan;
- A_BA-UN-DR_0302 Rev B - Building-A 1B2P Type-D Unit Plan;
- A_BA-UN-DR_0303 Rev B - Building-A 1B2P Type-C Unit Plan;
- A_BA-UN-DR_0304 Rev B - Building-A 2B3P Type-A Unit Plan;
- A_BA-UN-DR_0305 Rev B - Building-A 2B3P Type-B Unit Plan;
- A_BA-UN-DR_0306 Rev B - Building-A 2B3P Type-C Unit Plan;
- A_BB-UN-DR_0310 Rev B - Building-B 1B2P Type-A Unit Plan;
- A_BB-UN-DR_0311 Rev B - Building-B 1B2P Type-B Unit Plan;
- A_BB-UN-DR_0312 Rev B - Building-B 2B3P Type-A Unit Plan;
- A_BB-UN-DR_0313 Rev B - Building-B 2B3P Type-B Unit Plan;
- A_BB-UN-DR_0314 Rev B - Building-B 2B3P Type-C Unit Plan;
- A_BB-UN-DR_0315 Rev B - Building-B 2B3P Type-D Unit Plan;
- A_BB-UN-DR_0316 Rev B - Building-B 2B3P Type-E Unit Plan;
- A_BB-UN-DR_0317 Rev B - Building-B 2B3P WCH Type-F Unit Plan;
- A_BB-UN-DR_0318 Rev B - Building-B 2B4P Type-A Unit Plan;
- A_BC-UN-DR_0330 Rev B - Building-C 4B6P Type-A Unit Plan;
- Arboricultural Impact Assessment Report ref. OHG/STA/AIA/01
- Arboricultural letter ref. OHG/STA/AIA /Ltrr/01 and dated 27 November 2015
- Consultation Statement Addendum dated December 2015
- Daylight and Sunlight Report – St Ann’s Police Station dated 10 December 2015
- Design and Access Statement ref. OHG-MPS-RP-0001 and dated 15 December 2015
- Flood Risk Assessment and Sustainable Drainage Strategy Rev 3.0 ref. 140636/TG/AW
- Heritage Study ref. OHG-MPS-RP-0002 and dated 15 December 2015
- Planning Statement ref. OHG-MPS-RP-0004 and dated 15 December 2015
- Preliminary Ecological Appraisal ref. Version 2.0 ref. 141180 and dated 24 November 2015
- Sustainability Statement ref. OHG-MPS-RP-0003 and dated 15 December 2015
- Transport Statement ref. OHGHARINGEY.1

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. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any of the hereby approved buildings fronting Hermitage Road. The proposed flatted development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

5. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities and waste collections have been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality

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

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

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area

7. No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority (reference to the

London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reason: To safeguard the amenities of the area.

8. Prior to the first occupation of the hereby approved twenty eight (28no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to 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 NO_x emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

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

9. Prior to commencement of the development hereby approved, details of the single communal boiler serving the apartments 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 ensure that the development achieves a high level of sustainability.

10. All plant and machinery to be used at the demolition and construction phases are required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x 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 prior to the commencement of any works on site.

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 safeguard the amenities of the area.

11. The dwellings hereby approved shall achieve a carbon reduction in CO₂ emissions of at least 35% against Part L of the Building Regulations 2013. No dwelling shall be occupied until a final Certificate has been issued by a suitably qualified expert for it certifying that this reduction has been achieved.

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

12. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no:

- a) roof extensions;
- b) rear extensions;
- c) side extensions;
- d) front extensions;

shall be carried out to any dwellinghouse hereby approved without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations.

13. Notwithstanding the information submitted with this application, no development shall take place until precise details depicting 46 secure and sheltered cycle spaces and no more than 12 car parking spaces are provided for on site in connection with the development hereby permitted, are submitted to, and approved in writing by the Local Planning Authority. The development will then be retained as such in perpetuity in accordance with these details.

Reason: To promote sustainable modes of transport and protect the free flow of traffic on local roads area.

14. Prior to the commencement of any works on site, a site wide landscaping plan shall be submitted to, and approved in writing, by the Local Planning Authority. The details shall include (but not limited to):

- a) Details of Hardstanding;
- b) Details of all soft landscaping and planting to include species, size, and type of planting.

Reason: In the interests of improving the visual amenity and biodiversity in the area.

15. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability.

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: The application is advised that the proposed development will be liable for the Mayor of London's CIL and Haringey's Local CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £38,255 (1,093 sqm of residential floor space x £35) and the Haringey CIL charge will be £16,395 (1,093 sqm of residential floorspace x £15. 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: 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: 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: Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

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

INFORMATIVE: The applicant is advised that 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.

7. DATE OF NEXT MEETING

7 March 2016.

The meeting closed at 8.10pm.

CHAIR: Councillor Peray Ahmet

Signed by Chair

Date

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Planning Sub Committee 14/03/2016

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/0425

Ward: Tottenham Green

Address: Unit 2 Fountayne Business Centre, Broad Lane, N15 4EQ

Proposal: Temporary change of use until 31st December 2019 from office (Class B1) to education use (Class D1) together with the development of a new primary entrance, a new second (mezzanine) floor for education use (Class D1) and 5 No. new roof lights.

Applicant: Haringey Council

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 11/02/2016

Drawing number of plans: 0180(L)200; 0180(L)201; 0180(L)202; 0180(L)205; 0180(L)206; 0180(L)210; 0180(L)211; 0180(L)212; 0180(L)220; 0180(L)230; 0180(L)231; 0180(L)232; Design and Access Statement (January 2016); Flood Risk and Drainage Statement; Transport Statement (January 2016); Framework Travel Plan (January 2016); Planning Statement (February 2016); Sustainability Statement

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application and the Council is the applicant.

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 external works are minor and would not impact on the visual amenity of the area.
- The proposed buildings would not impact on neighbouring amenity and the proposed use would not have a material impact on neighbouring properties.
- The transportation and highways authority would not object to this application subject to conditions.
- The proposal would achieve BREEAM 'very good' and carbon reduction through energy efficiency measures.

- 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.

2.0 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) Temporary permission
- 4) Materials to be approved
- 5) BREEAM
- 6) Emergency evacuation plan
- 7) Travel plan
- 8) Construction management plan
- 9) Servicing plan
- 10) Cycle parking

Informatives

- 1) Hours of construction
- 2.2 In the event that members choose to make a decision contrary to officers' recommendations, members will need to state their reasons.

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

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for a temporary change of use (until 31st December 2019) from office (Class B1) to education use (Class D1) together with the development of a new primary entrance, a new second (mezzanine) floor for education use, and 5 No. new roof lights.

The application has been submitted on behalf of 'Ada, The National College for Digital Skills', which is a new Further Education (FE) College being established as the centre of excellence in the delivery and learning of digital skills.

It is anticipated that the College will occupy Unit 2 Fountayne Business Centre during the 2016/17 and 2017/18 academic years until permanent, purpose-built premises are delivered. After the two years of temporary occupation the College will look to continue to use the building in partnership with the Haringey community, diversifying its educational use, for example as a tech hub or satellite learning centre.

The applicant has stated that it is anticipated that the College will accommodate an intake of 180 students (100 aged 16-19 and 80 aged over 19) during the 2016/17 academic year, rising to 432 students (240 aged 16-19 and 192 aged over 19) during the 2017/18 academic year. In addition, 23 full time equivalent (FTE) staff will be employed over the two years of temporary occupation by the College.

3.2 Site and Surroundings

The application site comprises a two-storey detached, purpose-built office building constructed in 1995 and partially refurbished in 2009. The building fronts Broad Land to the west and is one of two buildings forming Fountayne Business Centre. An area of car parking is located between the two buildings, 30 of which are allocated to this building.

The site is accessed via an access road from Broad Lane adjacent to the building to the south.

The Tottenham Hale Retail Park lies to the north of the site, with a further industrial estate to the east and southeast. Residential dwellings lie to the south beyond a car wash unit, and further residential properties are to the west across Broad Lane.

3.3 Relevant Planning and Enforcement history

HGY/2009/1917 – Change of use of first floor from offices (B1) to learning centre (D1) – Granted 13/01/2010 (*this permission was not implemented and has expired*)

4.0 CONSULTATION RESPONSE

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

Internal:

1) Transport

The temporary change of use of the existing B1 offices to D1 education facility will not adversely impact on the highways and transportation network subject to conditions.

2) Drainage

On the basis that there is no hard surface increase and exercising some flexibility with this, we would be happy for this to proceed to the next stage with a suitable condition regarding the drainage of this site.

External:

3) Thames Water

No objections.

4) Transport for London

No objections.

5) Environment Agency

Flood Risk Standing Advice should be followed for this application.

6) Designing out Crime

No comments to make on this application.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

191 Neighbouring properties

Two 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: 3

Objecting: 3

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:

- Parking
- Increase in traffic, including pedestrian and cycle
- Noise and disturbance
- Access junction should be marked out for pedestrian/cycle safety

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Parking and highway safety
5. Flooding
6. Drainage
7. Energy and sustainability
8. Accessibility
9. Other Matters

6.1 Principle of the development

- 6.1.1 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.
- 6.1.2 There is 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 site falls within Site Specific Proposal area 20 in the Saved UDP Policies, which also seeks to provide an enhancement of education facilities in the Tottenham Hale area. The draft Tottenham Area Action Plan Policy AAP11 states that the Council will actively seek to introduce tertiary employment operators into the Tottenham area to ensure local residents have excellent options to gain skills to access the London jobs market. The provision of a college would therefore support the regeneration of the area by providing an education facility to meet the demand of the proposed increase in population.
- 6.1.3 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.
- 6.1.4 Notwithstanding this, the permission as sought is for a temporary period of time, after which the use would be expected to return to an employment use. This would ensure that the employment use of the site is maintained in the long term,

while adding the benefit of providing an education use in a disused building in the meantime.

6.2 Design and appearance

- 6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.2 The alterations proposed to the exterior of the building are relatively minor, with the addition of a new entrance way and the installation of 6 rooflights. The new main entrance door position is set into the façade which is set further back from the public pavement than the existing. The new facade provides a deeper frontage within which a new arrival space can be created. This will be a translucent white construction that is 2 storeys high and 2.5m deep onto which can be back-projected lighting and images which will identify and promote the presence of the College. This will be visible from distance as the building is approached from both north and south along Broad Lane, and will provide a new visible entrance point to the building. The rooflights are on the rear portion of the building and would not be readily visible from the street.
- 6.2.3 Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Impact on amenity of adjoining occupiers

- 6.3.1 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. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The only significant alteration to the exterior of the building is the addition of a new entrance fronting the street. Given this, and the distance of the building from the nearest residential properties, the proposal would not have a material impact on sunlight, daylight or privacy at neighbouring properties.
- 6.3.3 With regard to noise the proposed use as a college would have similar characteristics to the existing office use. It is acknowledged that a facility for up to 432 students may result in some additional disturbance when students arrive

at or leave the premises, however the impact on residents would be offset by the location of the building. The site is in an existing business centre, and is well separated from the residential dwellings to the south, and a car wash lies between the site and these residents. Broad Lane is a busy main road, which would limit impacts for the proposal on the residential properties opposite. Therefore the potential noise impacts are not considered to result in a significant loss of amenity to neighbouring properties.

6.4 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 high public transport accessibility level (PTAL 6a), and is located some 461 metres to the south of Tottenham Hale, Bus, Underground and Rail station. The site is accessed via Broad Lane. Broad Lane, which forms part of the previous Tottenham Hale Gyratory, has recently been converted to two-way working and included the provision of improved pedestrian and cycle facilities. Access to the site is currently provided via pedestrian access off Broad Lane and Bell-Mouth access on to Broad Lane which will provide vehicular access to the site and the neighbouring car wash site.
- 6.4.3 The proposed temporary use as a D1 college would generate some 400 trips over the day of which some 6% of the trips will be by car, 94% of the trips generated by the proposed use will be by sustainable modes of transport. The Transportation Team has assessed the worst case scenario where, some 70% of the daily trips occur during the AM peak hour, this would be some 280 person trips, with 6% (17 persons trips) travelling to school by car and 94% (263) by sustainable modes of transport during the critical AM periods, the PM peak trip generation of the proposed temporary use will occur outside the PM peak periods.
- 6.4.4 Although the persons daily trips generated by the proposed D1 temporary use will be slightly higher, some 87 additional trips, this will be spread over the day, in addition the majority of the trips will be by sustainable modes of transport and will result in a reduction in the number of vehicular trips from 77 vehicle occupant trips to 24 vehicle occupant trips. As the proposed temporary use will reduce the number of vehicular trips, it is concluded that the proposed change of use will not impact on the vehicular trips on the highway network. Although development will result in an increase in the demand for public transport, the proposed increase is marginal given the distribution of the trips over the various modes and the

proximity of the site to Seven Sisters and Tottenham Hale public Transport interchanges, the proposed increase in demand for public transport trip will not have any impact on the transportation network.

- 6.4.5 The proposed cycling mode share is low, and as such the applicant as part of the travel plan measures, will be required to investigate and implement measures to encourage travel by bicycle as part of the travel plan, The applicant will be required to provide 1 cycle parking space per 8 pupils/staff, which equates to 56 cycle parking spaces, in line with the 2015 London Plan. The use of the cycle parking must be reviewed annually as part of the Travel Plan. Details of the cycle parking would be secured by condition.
- 6.4.6 The applicant is proposing to retain the existing allocated 28 car parking spaces for the use of teachers and visitors, and it is considered that given the high public transport accessibility of the site that the level of car parking provision is high. However as these are existing car parking spaces we cannot object to their use we will however require the applicant to submit a parking management plan as part of the travel plan which seeks to reduce the allocation of car parking permits and maximise the use of public transport.
- 6.4.7 The applicant has reviewed the accident data for the last 5 years, however as there has been significant changes to the highways network, including the junctions were the majority of the accidents occurred, it is considered that the proposed change of use is unlikely to potentially increase or worsen the exiting situation. In addition the change to the highways network included improvements to the local transport infrastructure, including walking route upgrades to and from the local transport interchanges (Seven Sister station, Tottenham Hale station) via the site, it is considered that the temporary change of use of the existing B1 offices to D1 education facility will not adversely impact on the highways and transportation network subject to conditions.
- 6.4.8 As such, conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, a delivery and service plan, and to secure a travel plan. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2015 Policy 6.9 and Local Plan 2013 Policy SP7.

6.5 Flooding

- 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 applicant’s FRA notes that the site is in a low risk area for surface water flooding, but is within a fluvial flooding zone. The applicant has demonstrated that floor levels would be 306mm above the 1 in 1000 year flood event at a point close to the development site, exceeding the EA’s requirements.
- 6.5.5 Given the site’s proposed use and location, it is recommended that 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.
- 6.5.6 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.

6.6 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 drainage hierarchy.

- 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 However, given that the proposal comprises a change of use of an existing building, with no significant external alternations to the building or drainage system, it is not considered that there would be any off-site increase in flood risk as a result of the proposed works. It is also likely that structural concerns would preclude the use of a green roof and no change to the existing hard-surfacing is proposed and the external landscaped area is very limited. As such it is not considered practical or sustainable to retrofit any SUDS to the site. The Council's Drainage Officer has requested a condition requiring SUDS, however, given the above it is not considered that such a condition is necessary or reasonable.

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 It should be noted that the application relates to an existing building, and not a new build, however, 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 5.4 'Retrofitting' seeks to reduce carbon dioxide emissions, improve the efficiency of resource use (such as water) and minimise the generation of pollution and waste from existing building stock. The applicant has submitted an energy statement with the application which details their strategy for the reduction in carbon emissions. This will be achieved by making the existing building as energy efficient as possible by improved insulation in the roof, maximising useful solar gain to reduce heating loads and maximising the use of natural daylight through the existing windows; the installation of energy

efficient heating, cooling and lighting; and solar shading and glare control will be provided by internal blinds on windows on south and west elevations in order to reduce cooling load and enhance energy efficiency and occupier comfort.

- 6.7.4 The applicant has stated that the opportunity for the building to link into an existing or planned decentralised energy network has been considered. It was determined that as the existing building is to be refurbished, retaining its original footprint, shell and core, therefore the incorporation of a modified plant room suitable for district heating connection is considered technically and economically unfeasible. Also, the site is not located within immediate proximity of a proposed district heat network; therefore this heating strategy has not been explored further.
- 6.7.5 Given the proposed strategy, the temporary use of the building, and as the building is existing, this proposal is considered to successfully contribute as much as possible towards sustainability and carbon reduction.

6.8 Accessibility

- 6.8.1 There will be level access into the building from the pavement to Broad Lane. Large sliding, glazed doors will be provided with presence detection and push pad operation. Lifts are provided within the building to provide access to all floors.

6.9 Other Matters

- 6.9.1 There are no trees that would be impacted on by the proposal, as the majority of the built form is existing and will only have minor alterations.
- 6.9.2 There are no ground works proposed, so there is no issue with contamination on the site.

6.10 Conclusion

- 6.10.1 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 proposed buildings would not impact on neighbouring amenity, the proposed use would not have a material impact on neighbouring properties. There is no impact on parking or the highways network. The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency. 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.

6.10.2 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

6.11 CIL

6.11.1 Educational use has a Nil Rate for CIL.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 0180(L)200; 0180(L)201; 0180(L)202; 0180(L)205; 0180(L)206; 0180(L)210; 0180(L)211; 0180(L)212; 0180(L)220; 0180(L)230; 0180(L)231; 0180(L)232; Design and Access Statement (January 2016); Flood Risk and Drainage Statement; Transport Statement (January 2016); Framework Travel Plan (January 2016); Planning Statement (February 2016); Sustainability 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:

0180(L)200; 0180(L)201; 0180(L)202; 0180(L)205; 0180(L)206; 0180(L)210; 0180(L)211; 0180(L)212; 0180(L)220; 0180(L)230; 0180(L)231; 0180(L)232; Design and Access Statement (January 2016); Flood Risk and Drainage Statement; Transport Statement (January 2016); Framework Travel Plan (January 2016); Planning Statement (February 2016); Sustainability Statement

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

3. This permission shall be for a limited period expiring on 31 December 2019 when the use hereby approved shall be discontinued and determined and the use of the building reinstated.

Reason: In order to enable the site's use to revert to commercial use following the end of the education requirement.

4. Notwithstanding the information submitted with this application, no development shall take place, except internal stripping out works, 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.

5. Evidence that 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.

6. 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.

7. The use shall not commence until details of a travel plan showing how patrons will access the site by more sustainable transport modes has been submitted to and approved in writing by the local planning authority. The plan must show measures that will be used to promote more sustainable modes of transport and how such measures will be managed once the development has been first implemented, and must include the following:

- 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.

c) The developer is required to pay a sum of £3,000 (three thousand pounds) for monitoring, and this must be secured by a written agreement.

d) The applicant will be required to submit a parking management plan which includes details of how the car parking spaces will be allocated, and include details on how car parking will be restricted in order to maximise the use of public transport.

The approved travel plan shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development.

8. Prior to the commencement of development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Eastern Road 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 network.

9. Prior to the commencement of the use hereby approved, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. Details of which must include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

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

10. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 56 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

Informatives:

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.

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The site is located in an area with a high public transport accessibility level (PTAL 6a), and is located some 461 meters to the south of Tottenham Hale, Bus, Underground and Rail station. The site is accessed via Broad. Broad Lane which forms part of the previous Tottenham Hale Gyratory which has recently been converted to two-way working and included the provision of improved pedestrian and cycle facilities, including: new pedestrian crossing facility, footways enhancement and enhance east west cycle connectivity; the works also includes carriageway narrowing to reduce traffic speeds. Access to the site is currently provided via pedestrian access off Broad Lane and Bell Mouth access on to Broad Lane which will provide vehicular access to the site and the neighbouring site (car wash site).</p> <p>The applicant is proposing the temporary change of use of some 1,260sqm of B1a office use to D1 education (college) for a period of two years. The proposed college will have a total of 432 students and 23 full time staff over the proposed 2 year period. The applicants transport consultant Milestone Transport Planning has produced a Transport Statement in support of the application which concluded that from the initial analysis of 51 students who have applied for the college some 53% do not live in Haringey.</p> <p>The applicant's transport consultant has produced trip generation forecast based on the existing used of the</p>	<p>Conditions recommended in line with comments.</p>

Stakeholder	Question/Comment	Response
	<p>site as B1 offices and the proposed temporary use as D1 College. Based on sites from the TRICS database the B1 use would generate some 313 trips per day with some 25% (77 trips) by car, the majority of the trips would be by pedestrian and public transport some 73% (228 trips). The existing development would generate some 36 in/out trips in the Am period and 10 of which are by car and 20 in/out trips during the Pm peak period (6 of which are by car).</p> <p>The proposed temporary use as D1 college would generate some 400 person's trips over the day of which some 6% of the trips will be by car, 94% of the trips generated by the proposed use will be by sustainable modes of transport. We have assessed the worst case scenario where, some 70% of the daily trips occur during the AM peak hour, this would be some 280 person tips, with 6% (17 persons trips) travelling to school by car and 94% (263) by sustainable modes of transport during the critical AM periods, the PM peak trip generation of the proposed temporary use will occur outside the PM peak periods.</p> <p>Although the persons daily trips generated by the proposed D1 temporary use will be slightly higher, some 87 additional trips this will be over the day, in addition the majority of the trips will be by sustainable modes of transport and will result in a reduction in the number of vehicular trips from 77 vehicle occupants trip to 24 vehicle occupants trip. As the proposed temporary use will reduce the number of vehicular trips, we have concluded that the proposed change of use will not</p>	

Stakeholder	Question/Comment	Response
	<p>impact on the vehicular trips on the highway network. Although development will result in an increase in the demand for public transport, the proposed increase is marginal given the distribution of the trips over the various modes and the proximity of the site to Seven Sisters and Tottenham Hale public Transport interchanges, the proposed increase in demand for public transport trip will not have any impact on the transportation network.</p> <p>The proposed cycling mode share is less than 1% we will require the applicant as part of the travel plan measures to investigate and implement measures to encourage travel by bicycle as part of the travel plan, The applicant will be required to provide 1 cycle parking space per 8 pupils/ staff (56 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 applicant is proposing to retain the existing allocated 28 car parking spaces for the use of teachers and visitors, we have considered that given the high public transport accessibility of the site that the level of car parking provision is high, however as these are existing car parking spaces we cannot object to their use we will however require the applicant to submit a parking management plan as part of the travel plan which seeks to reduce the allocation of car parking permits and maximise the use of public transport.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant has reviewed the last 5 year accident data, however as there has been significant changes to the highways network, including the junctions where the majority of the accidents occurred, we have considered that the proposed change of use is unlikely to potentially increase or worsen the existing situation. In addition the change to the highways network included improvements to the local transport infrastructure, including walking route upgrades to and from the local transport interchanges (Seven Sister station, Tottenham Hale station) via the site, we have considered that the temporary change of use of the existing B1 offices to D1 education facility will not adversely impact on the highways and transportation network subject to the following conditions:</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> <p>a) The school must appoint a travel plan co-ordinator to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables.</p> <p>c) 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</p> <p>d) Type of cycle parking, layout and method of security must be submitted for approval before the development is occupied.</p> <p>e) The applicant will be required to submit a parking</p>	

Stakeholder	Question/Comment	Response
	<p>management plan which includes details of how the car parking spaces will be allocated, and include details on how car parking will be restricted in order to maximise the use of public transport.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site.</p> <p>2. 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 Broad Lane 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>3. The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.</p>	
Drainage	I have looked through the FRA for this proposal and note	Given the existing building situation on the

Stakeholder	Question/Comment	Response
	<p>there is no proposed increase in the hard surface for this site and Thames Water are happy with the existing network capacity. The site is located in Flood Zone 2 and I strongly agree with my colleague (Adam Littler) about obtaining comments from Emergency Planning in the event of an evacuation.</p> <p>On the basis that there is no hard surface increase and exercising some flexibility with this, we would be happy for this to proceed to the next stage with a suitable condition regarding the drainage of this site.</p>	<p>site, such a condition is not considered necessary.</p>
EXTERNAL		
Thames Water	<p>WASTE COMMENTS Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</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>Noted.</p>
Transport for London	<p>Broad Lane forms part of the Transport for London Road Network which TfL are the highway authority for. TfL are therefore concerned with any application which may impact the safe and normal function of the highway network.</p> <p>In this instance TfL have no objection to the principle of the proposed temporary change of use. However it</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>should be ensured that at no time should any construction works or associated vehicles impact the highway or footway around the site. All vehicles associated with the site to should adhere to all existing road marking and signals at all time.</p>	
Designing Out Crime	<p>Thank you for sending the Metropolitan Police North East London Designing Out Crime Officers the attached consultation. Having viewed the application, due to the small development size increase and the temporary nature of the application, we have no comment to make on this occasion.</p>	Noted.
Environment Agency	<p>The proposed development lies within Flood Zone 2. We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue, to replace direct case by case consultation with us. This planning application sits within this category and you do not need to consult us.</p> <p>These standard comments are known as Flood Risk Standing Advice (FRSA). FRSA can be viewed on our web site at https://www.gov.uk/flood-risk-standing-advice-frsa-for-local-planning-authorities.</p> <p>We recommend that you view our standing advice in full on our web site before making a decision on this application. Applicants should follow the advice and submit a completed form as part of their planning application submission. We do not need to be consulted further on this application.</p>	<p>Given the nature of the application, the applicant has been referred to the Council's Drainage Officer, as the drainage authority for this area.</p>

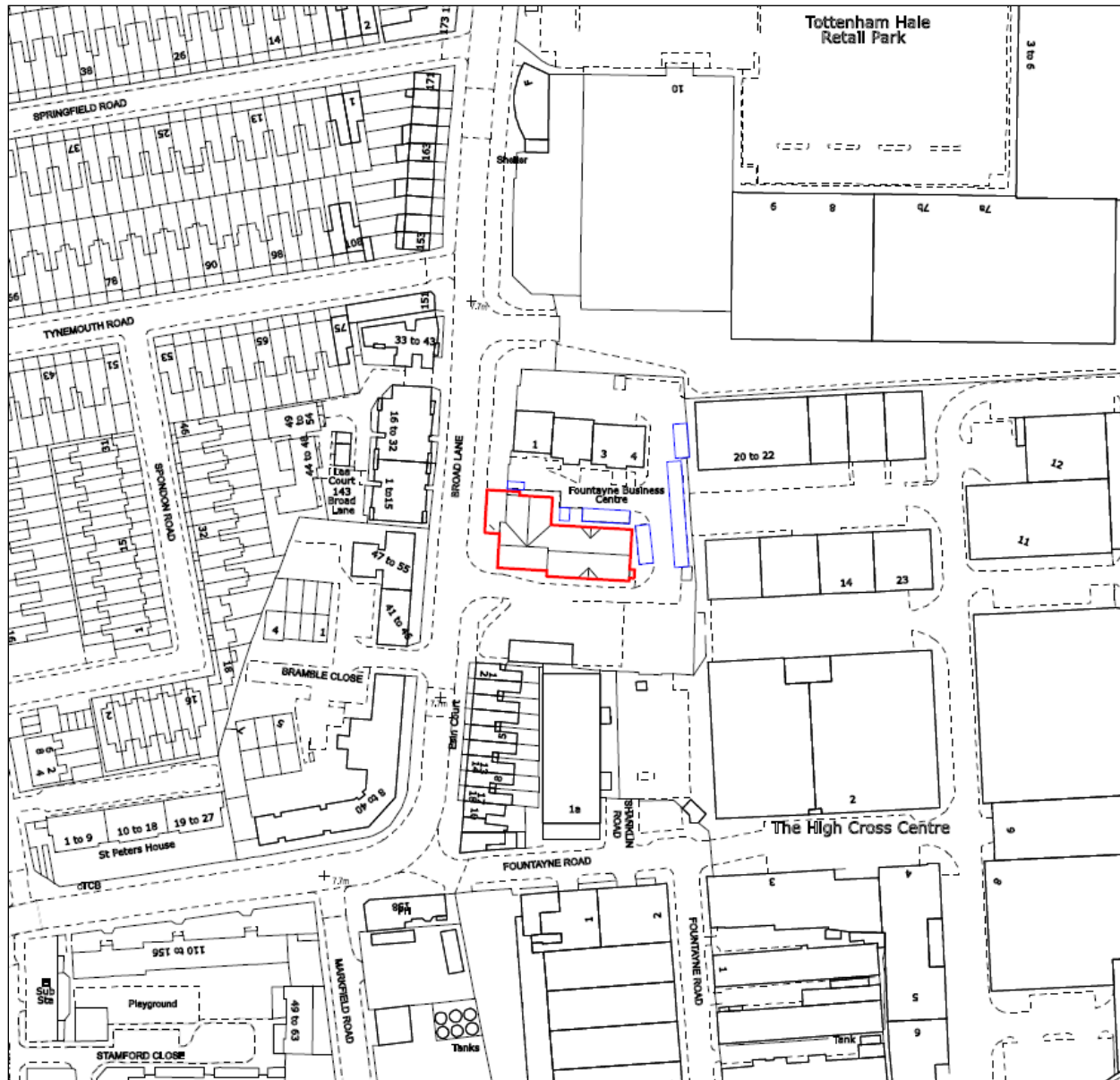
Stakeholder	Question/Comment	Response
NEIGHBOURING PROPERTIES		
3 comments received	<p>My main reason is as a resident of Broad Lane, Ventnor Terrace we only have Fountayne Road and Markfield Road to park in, the only few spaces available are always taken by non residences visiting the gym/Church, garages and other local businesses based on the streets. Your proposed plans will only bring more cars to Fountayne road and increase the resident's problem.</p> <p>I have been trying to get a parking permit for the nearby roads of seven sisters controlled parking zone and have even started a petition but this has so far been not been successful. Haringey council are still reviewing my application. If Ventnor terrace residents were allocated parking space permits I would be inclined to agree with your plans.</p>	
	<p>My only concern is during the 2017/18 academic year, 432 students may result in noise and disturbance, increase volume of traffic also parking may become an issue.</p>	
	<p>This development is likely to lead to a notable increase in the amount of traffic turning off Broad Lane into the development site during construction and (despite mitigation outlined in the Transport Statement) quite possibly a small increase in vehicle traffic turning off Broad Lane onto the site during operation of the college.</p> <p>There is also likely to be an increase in both pedestrian</p>	

Stakeholder	Question/Comment	Response
	<p>and cycle traffic using the (shared use) pavement along Broad Lane, to access the college once this is operational, from Tottenham Hale station and bus station to the northeast, and Seven Sisters station to the southwest.</p> <p>With this in mind, and especially because of the particular dangers of construction traffic turning across the pavement, I would urge a pedestrian/cycle priority crossing, zebra crossing, painted crossing with symbols/signs etc, or other more formal crossing, to be placed across the access road off Broad Lane to the development, and ideally also across the two retail park car access and retail park lorry access roads to the north of the development to reflect increased footfall/cycling to access the facility. This will improve the safety of pedestrians and cyclists accessing the college, and the safety of all pedestrians and cyclists passing along the east pavement of Broad Lane during construction.</p> <p>Currently the crossing is just marked with small white squares (since the recent TfL redesign of the road - previously there were larger white squares, cycle symbols and green paint across this junction) and drivers leaving or arriving the site access road, along with the two to the north mentioned above, frequently exert their priority across the junction, rather than giving away to pedestrians and cyclists attempting to cross, resulting in regular near misses. With this proposed development, this is only likely to increase the danger unless this is addressed as part of the development, possibly by way of a developer contribution to TfL who manage the</p>	

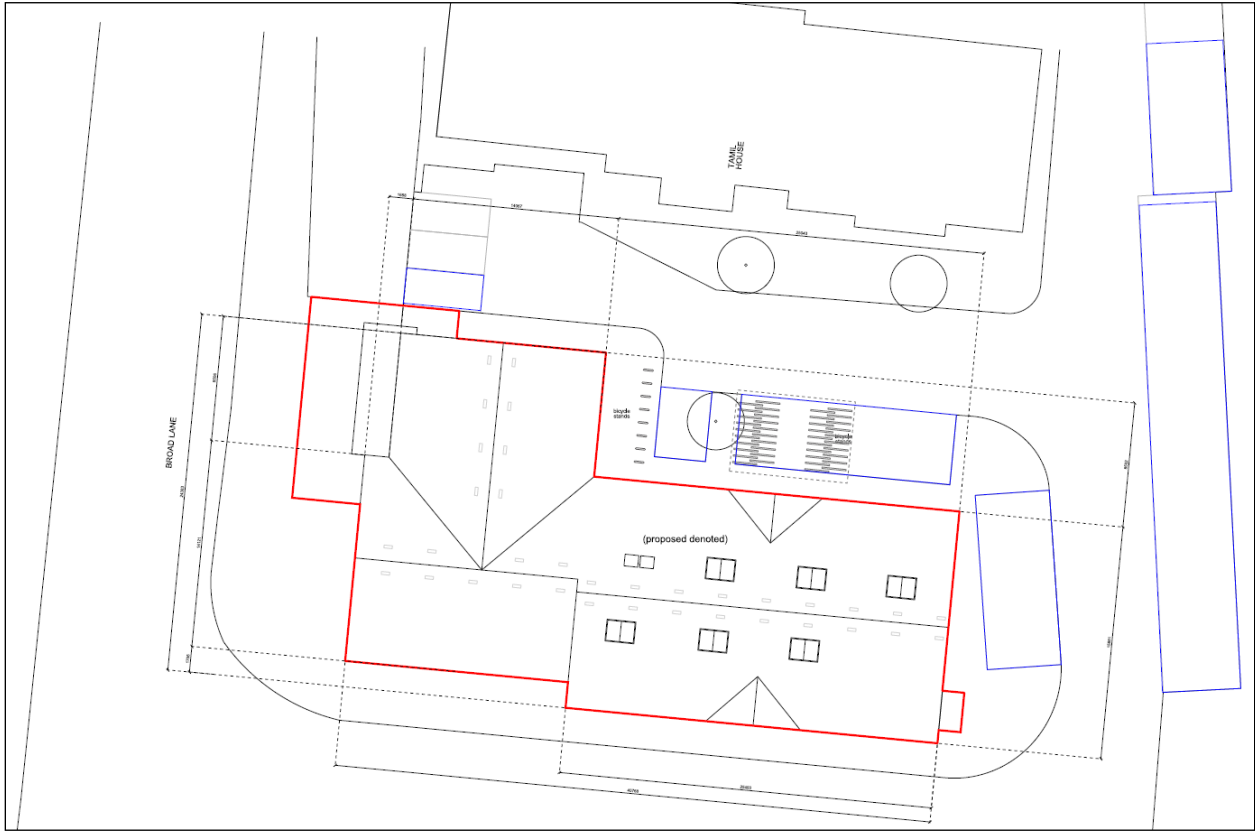
Stakeholder	Question/Comment	Response
	crossings concerned adjacent to this Red Route.	

Appendix 2: Plans and Images

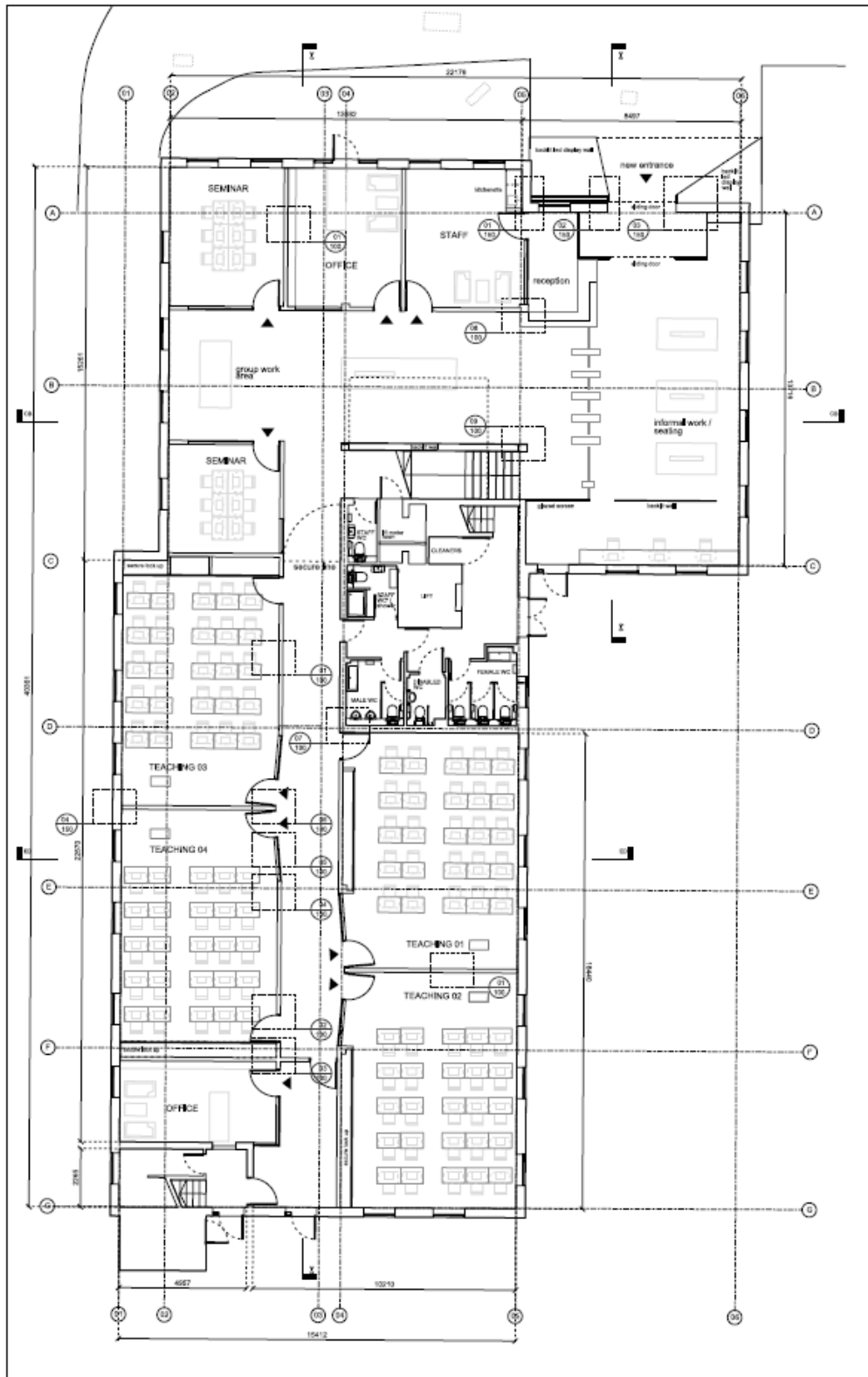
Location Plan



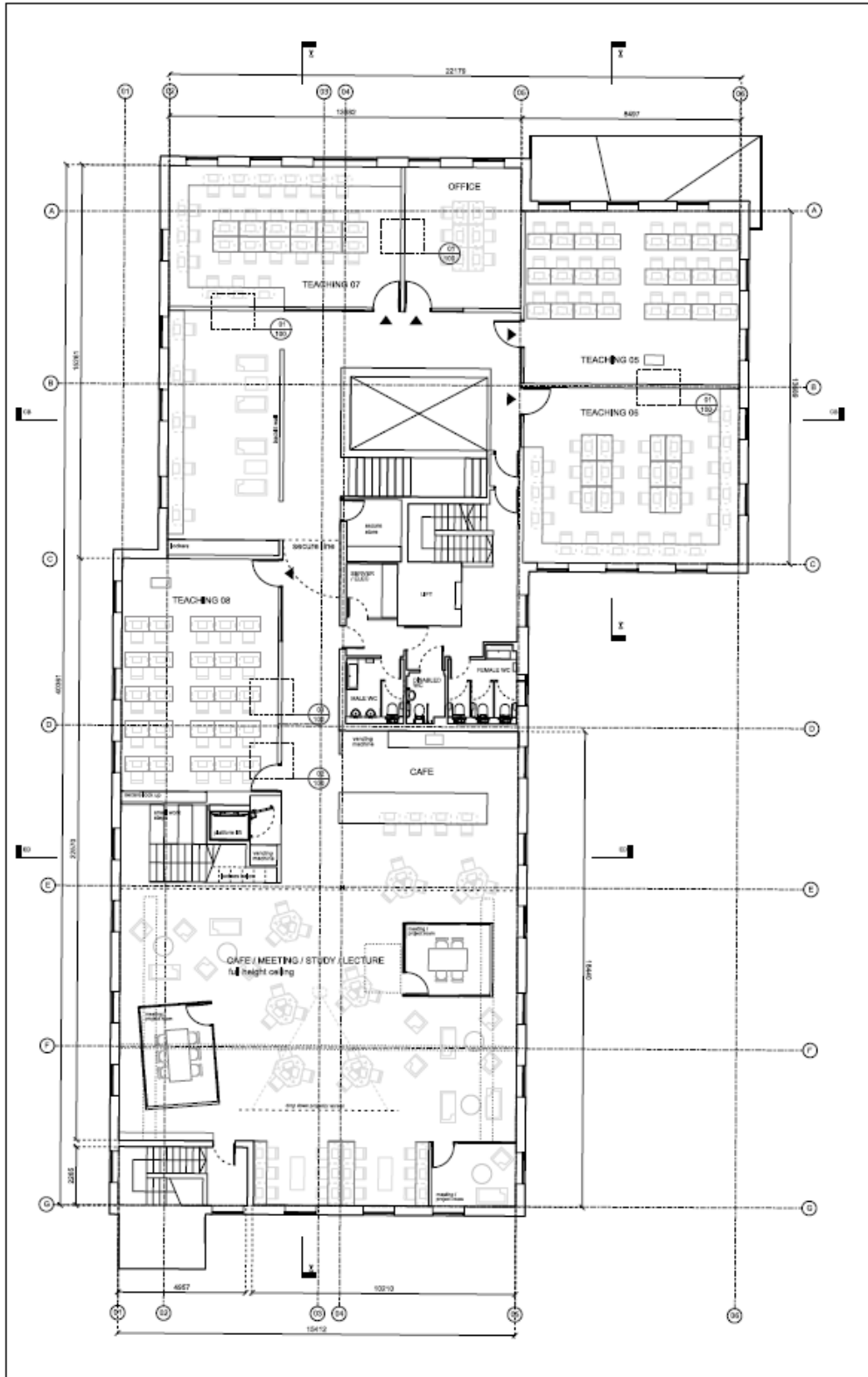
Proposed Site Plan



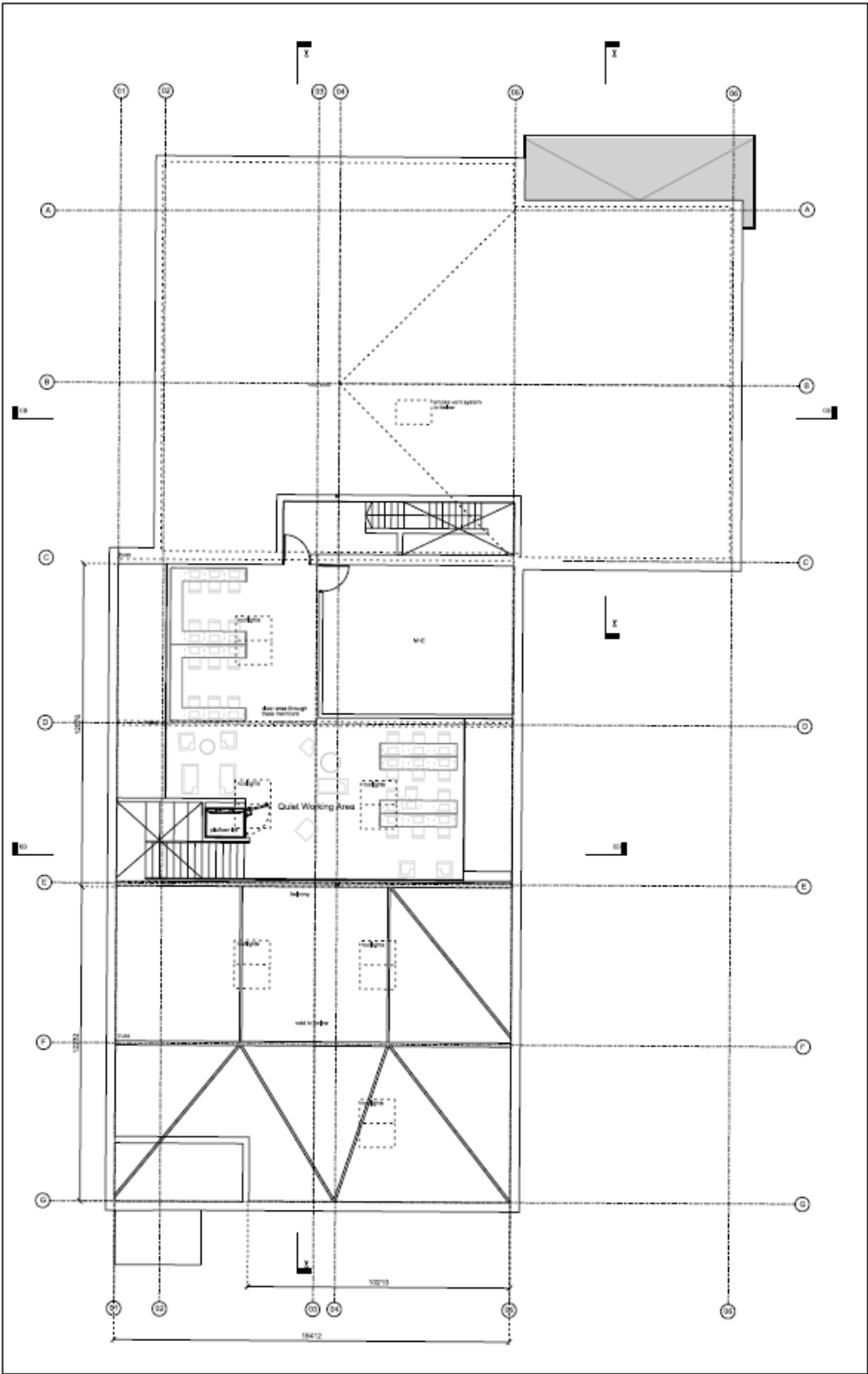
Proposed Ground Floor



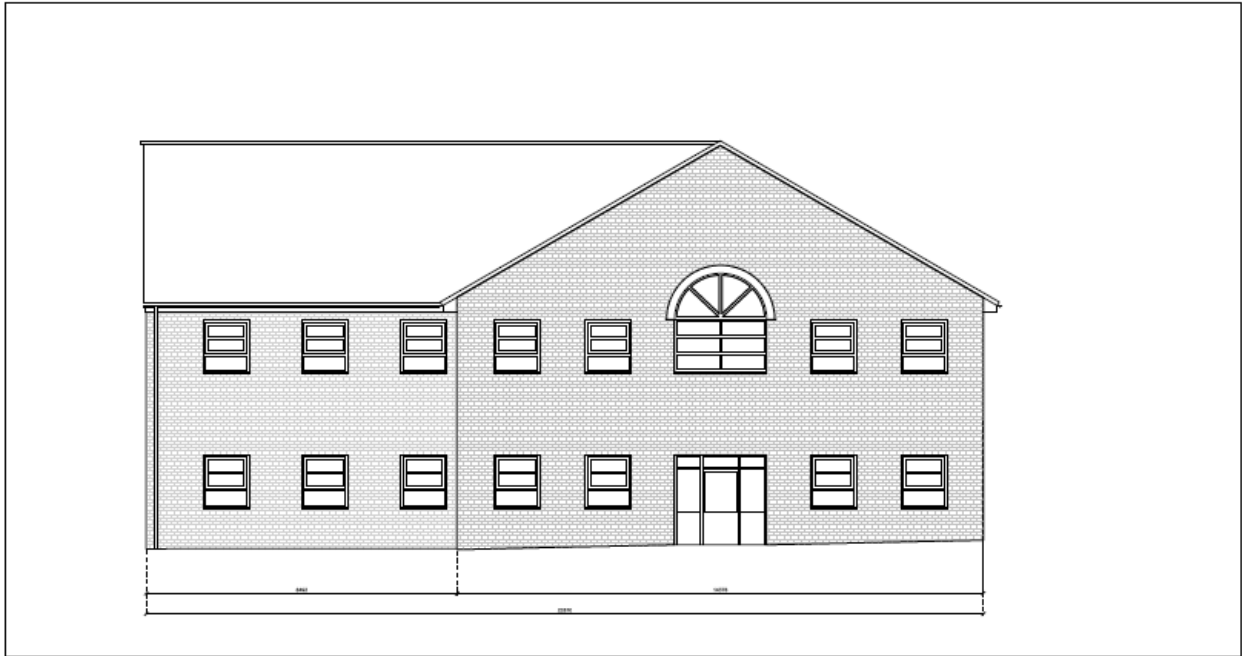
Proposed First Floor



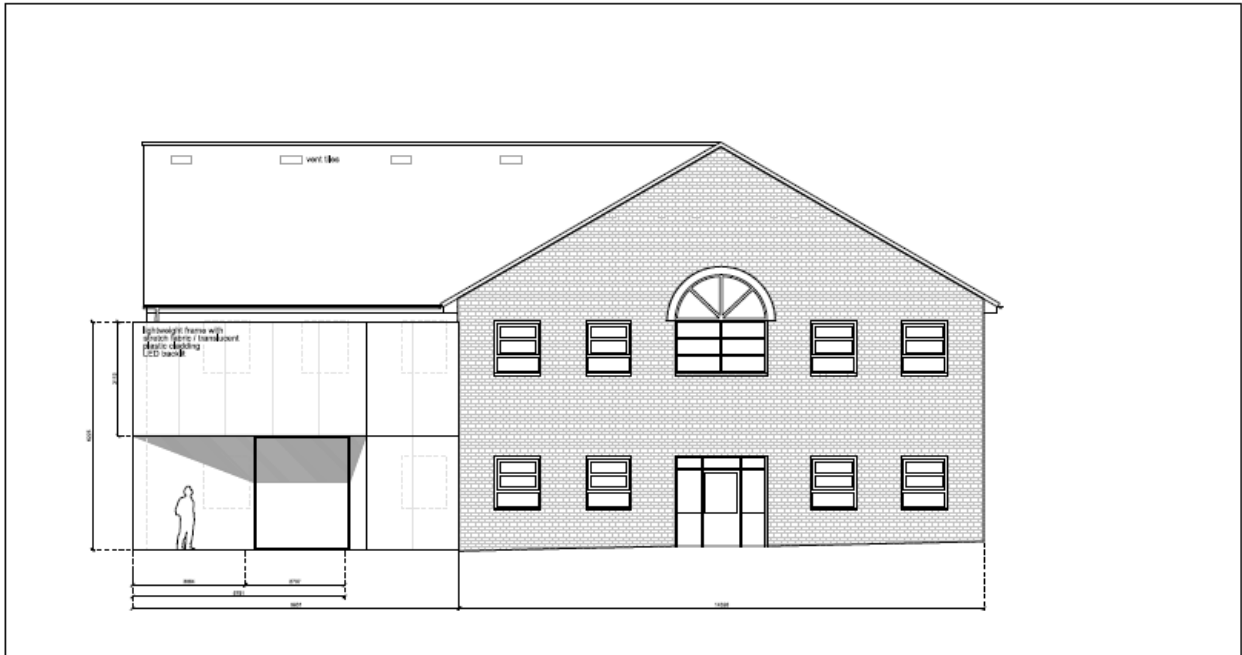
Proposed Mezzanine (Second) Floor Plan



Existing and Proposed Front Elevation



01_Existing West Elevation



Proposed Visual



Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2015/3730**Ward:** Fortis Green**Address:** Raglan Hall Hotel 8-12 Queens Avenue N10 3NR**Proposal:** Change of use of property from hotel (C1) to residential (C3), to provide 8 x 1 bed, 8 x 2 bed and 2 x 3 bed flats, with basement car park and external alterations**Applicant:** Safeland PLC**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi**Date received:** 16/12/2015**Last amended date:** 24/02/2016

Drawing number of plans and documents: RH-0813-001, RH-0813-001 Rev R1, RH-0813-002 Rev R2, QA-AS01, QA-AG00, QA-AG01C, QA-AG0C, QA-AG03D, QA-AG04C, QA-AS04, QA-AS05, QA-AS06 Transport Statement dated 16 November 2015 prepared by Safeland plc Transport, Planning Statement dated December 2015 prepared by GL Hearn, Design and Access Statement Revision A prepared by Awards Projects Ltd, Raglan Hall Accommodation Schedule, Consultation Statement dated 6 December 2015 prepared by GL Hearn

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

- The proposed development is acceptable because the scheme optimises the potential of the site for a high quality residential development taking account of the character of the surrounding area.
- The loss of the existing hotel is acceptable as it will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets

- The proposed development would enhance the character and appearance of this part of the conservation area.
- In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable overlooking or loss of privacy or sense of enclosure or affect daylight/ sunlight.
- The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space.
- The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area

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 31 March 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) Precise details of materials
- 4) Boundary treatment
- 5) Sustainability
- 6) Green Living roof
- 7) Energy Strategy
- 8) Travel Plan
- 9) Refuse Storage
- 10) Soft and hard Landscaping
- 11) Construction Management Plan/Construction Logistics Plan
- 12) Basement Impact Assessment

- 13) Travel Plan
- 14) Ventilation
- 15) Privacy Screen
- 16) Central Satellite System

Informatives

- 1) Co-operation
- 2) Hours of construction
- 3) Party Wall Act
- 4) Street Numbering
- 5) Asbestos
- 6) CIL

Section 106 Heads of Terms:

- 1) An affordable housing contribution of £800,000
- 2) Monitoring of the travel plan contribution of £3000
- 3) Car Club membership (two years membership and £50 credit)
- 4) A carbon offsetting contribution of £2,700
- 5) A transport and highways contribution of £12,115

2.4 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 highways works, travel plan monitoring and car club funding, 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.

2.5 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.

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

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APPENDICES:

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for the change of use of the building from a hotel (C1) to residential (C3), to provide 8 x 1 bed, 8 x 2 bed and 2 x 3 bed flats.
- 3.2 The proposal includes external alterations to the hotel building, restoring key features by demolishing the non-original front projecting canopy and the removal of the off-street parking area to allow the restoration of the front gardens and reconstruction of the original boundary walls. The restored front garden will be laid to lawn and planted with small decorative trees and shrubs. Sandstone paving will provide access to pathways and steps to each of the restored front entrances which will include a new DDA compliant ramp between nos 8-10. To the rear the non-original bungalow to no.8 and the various outbuildings to no. 12 respectively are to be demolished to provide a patio and garden area.
- 3.3 A new semi-basement is proposed underneath nos. 10 and 12, with an access ramp from the street property boundary to allow for parking for 12 vehicles and cycle storage.
- 3.4 The ground floor flats (F1-F4) would benefit from the rear garden. The flat roofs will provide partial roof terraces for the first floor flats and a sedum roof (F7 & F8). Private balconies are proposed for some of the first and second floor flats (F5, F6, F9, F13 & F14) with some of these flats benefitting from a share of the rear garden (F10, F11, F12, F16 & F16) and inset roof terraces are proposed for the attic flats (F17 & F18)
- 3.5 This planning application was submitted following a previous planning application that was refused planning permission in 2014 under planning reference HGY/2013/2190 for the change of use of property from hotel (C1) to residential (C3), to provide 9 x one bed, 10 x two bed and 1 x three bed flats, with single family parking bay, demolition of rear ancillary single storey outbuilding, modification of roof to rear single storey extension, and replacement of windows to front and rear elevations
- 3.6 Planning application reference HGY/2013/2190 was refused for the following reasons;
1. *The proposal, by reason of a lack of marketing evidence, fails to provide a justification for the loss of the employment use of the site, which is detrimental to the aims of the Council in safeguarding sites within existing employment use. As such, the proposal is contrary to Saved Policy EMP4 Non Employment Generating Uses of the Councils Unitary Development Plan and Policy SP8 Employment of the Councils Local Plan 2013.*

2. *The proposed development, in the absence of any financial viability assessment, fails to demonstrate that the proposal would provide the maximum reasonable amount of affordable housing for which there is a demonstrable need in the Borough. As such, the proposal is contrary to policy SP2 (Housing) of the London Borough of Haringey Local Plan 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan (2011).*

3. *The proposed development by reason of the location of windows of bedrooms in close proximity with the adjacent boundary wall would result in an unacceptable increased sense of enclosure and inadequate levels of daylight / sunlight therefore resulting in unsatisfactory living conditions to the detriment of future occupants of the residential premises. As such the proposal is contrary to Policy 3.5 'Quality and Design of Housing Developments' of the London Plan 2011, the Council's 'Housing' Supplementary Planning Document 2008 and the Mayor's 'Housing' Supplementary Planning Guidance 2012.*

4. *The proposed development by reason of the location of windows that would facilitate habitable rooms in flats G5 and G6 would result in an unacceptable level of overlooking and a loss of privacy to the detriment of the living amenity and living conditions of future occupiers of the residential properties. As such the proposal is contrary to Policy 3.5 'Quality and Design of Housing Developments' of the London Plan 2011, the Council's 'Housing' Supplementary Planning Document 2008 and the Mayor's 'Housing' Supplementary Planning Guidance 2012.*

5. *The proposal would result in inadequate room sizes within flat S5 and single aspect north facing residential units in flats and would therefore give rise to substandard living accommodation which would adversely impact on the living environment of future occupiers of the premises. As such the proposal is contrary to the Housing Design Guide (2010) and Table 3.3 of London Plan Policy 3.5 'Quality and Design of Housing Developments'.*

6. *The conversion of this property into 20 self contained units within a restricted conversion area with inadequate parking provision is likely to give rise to an increase in demand for on-street parking to the detriment of existing residential amenity and the free flow of traffic contrary to Saved Policies HSG11'Restricted Conversion Areas' M9 'Car free development' and M10*

'Parking for development' of the Haringey Unitary Development Plan 2006 and Policy SP7 'Transport' of the Haringey Local Plan 2013.

7. *The proposed development does not provide 10% wheelchair housing, and is therefore contrary to Policy SP11 'Design' of the Haringey Local Plan 2013, Saved Policy M3 'New Development Location and Accessibility' of the Haringey Unitary Development Plan 2006 and Policy 7.2 'An Inclusive Environment' of the London Plan 2011.*
 8. *The proposal, in the absence of existing plans fails to demonstrate that the building works would not have an adverse impact on the amenity of adjacent occupiers. As such, the proposal is contrary to Saved Policy UD3 'General Principles' of the Haringey Unitary Development Plan 2006 and London Plan Policy 7.6 'Architecture'*
- 3.7 This current planning application - reference HGY/2015/3730) seeks to address the above reasons for refusal for the previous planning application (HGY/2013/2190).
- 3.8 The proposal, the subject of this planning application has made the following revisions in order to address each reason for refusal as follows:
- Sufficient evidence has been provided to justify the loss of the hotel, which addresses reason for refusal number 1
 - A financial viability assessment has been submitted to demonstrate that the proposal would provide the maximum reasonable amount of affordable housing, which addresses reason for refusal number 2
 - As the rear additions have been removed, there would be no sense of enclosure or inadequate levels of daylight/sunlight to the ground floor flats, which addresses reason for refusal number 3
 - As the rear additions have been removed, there would be no loss of privacy or overlooking to the habitable rooms of future occupants, which addresses reason for refusal number 4
 - The number of units proposed have been reduced from 20 to 18 which assisted to ensure all the unit sizes meet the standards set out in table 3.3 of London Plan Policy 3.5 and all the units would benefit from adequate daylight/sunlight, which addresses reason for refusal number 5

- Off-street parking provision has been provided by creating a semi-basement, which addresses reason for refusal number 6
- 10% wheelchair housing has been provided, with a DDA compliant ramp incorporated into the front garden, which addresses reason for refusal number 7
- The submission includes existing plans, which addresses reason for refusal number 8

Site and Surroundings

- 3.9 The site, the subject of this application, is located to the north side of Queens Avenue which is within the Muswell Hill Conservation Area. It comprises a predominantly residential development built between 1896 and 1910 to the north of the main shopping area. There are also community buildings including the library and some small scale commercial uses. The general appearance of the area is characterised by substantial properties fronting broad, mainly curved avenues, many of which are lined by mature trees. There is strong consistency within the streets with a repeated pattern of two storey, predominantly semi-detached or linked semi-detached forms and common building lines. The use of consistent front boundary walls gives further unity to the frontages and helps to define the street.
- 3.10 The buildings on Queens Avenue are substantial Edwardian properties which have two main storeys and an attic storey with gables and dormers at roof level. Although the predominant use remains residential, a number of the properties at the eastern end have been converted to hotels and many houses have been subdivided into flats.
- 3.11 The hotel use of No's 8-12 is well established and appears to be the amalgamation of three properties that have been internally and externally interconnected when the buildings were incorporated into what is currently known as the Raglan Hall Hotel. The hotel has a large canopy at the front of the building with steps leading into the main entrance. To the rear are two large rear extensions and patio with seating area outside.

Relevant Planning and Enforcement history

- 3.12 HGY/2001/1569 - Change of use from hotel to residential development comprising 12 x 2 bed flats, 9 x 1 bed flats, 6 studio flats and 23 off street car parking spaces – Refused 12/03/02

- 3.13 HGY/2002/1509 - Conversion of existing hotel into 2 x 3 bedroom, 7 x 2 bedroom, 8 x 1 bedroom and 3 studios flats, plus 24 car parking spaces with front vehicular crossover. Alteration to rear elevation including ground floor extension and demolition of part of existing ground floor area – Refused 10/12/02
- 3.14 HGY/2003/0079 - Conversion of existing hotel into 2 x three bedroom flats, 7 x two bedroom flats, 8 x one-bedroom flats and 3 x studio flats. Demolition of existing extension and outbuildings. Creation of new access through building and provision of parking at rear with landscaping. Alterations to rear elevation – Refused 04-03-03
- 3.15 HGY/2003/1131 - Conversion of hotel into 4 x 3 bed, 10 x2 bed, 3 x 1 bed and 1 studio flat with 10 parking spaces on front forecourt. Demolition of part of ground floor at rear, alterations to rear elevation including new rooflights. Alterations to front parking area – Approval 16-09-03
- 3.16 HGY/2006/1204 - Change of use of part of existing building to provide short term creche facilities for 18 children – Refused 08-08-06
- 3.17 HGY/2013/2190 - Change of use of property from hotel (C1) to residential (C3), to provide 9 x one bed, 10 x two bed and 1 x three bed flats, with single family parking bay, demolition of rear ancillary single storey outbuilding, modification of roof to rear single storey extension, and replacement of windows to front and rear elevations – Refused 22/01/2014

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

Internal

- 1) LBH Head Of Carbon Management
- 2) LBH Housing Design & Major Projects
- 3) LBH Flood and Surface Water
- 4) LBH Cleansing
- 5) LBH Conservation Officer
- 6) LBH Emergency Planning and Business Continuity
- 7) LBH Building Control
- 8) LBH Transportation Group
- 9) LBH Pollution

The following responses were received :

Internal:

- 1) The Conservation: Officer raises no objection to this application and has made the following comments;
 - The proposed works would be an improvement to the existing facade of Raglan Hall and would be considered to enhance the conservation area and would be acceptable;
 - Since this is not a statutory listed building, internal alterations to facilitate the building's conversion from a Hotel to residential is beyond the conservation area legislation.
- 2) Pollution: Officers raise no objection to this application and have made the following comments;
 - The proposals are concerned with alterations to the internal structures. This service has no concerns with regard to land contamination issues and so no risk to the future users of the site;
 - For information, asbestos containing materials may be present within the fabric of the building.
- 3) Transportation: Officers raise no objection and have made the following comments;
 - The proposed development would not result in any significant impact on the transportation and highways network
 - The proposed refuse collection arrangement is considered acceptable.
 - The level of parking provision falls in line with the parking standard;
 - The highway and transportation authority would not object to this application subject to the imposition of the following;
 - S.106 towards monitoring the travel plan and operation of car club scheme
 - S.278 obligations towards the removal of the existing crossover and the reconstruction of the footways as per Drawing QA-AG01 Rev C
 - Planning conditions for details of a travel plan, details of a construction Management and Logistics plan
- 4) Carbon Management; Officers raise no objection and have made the following comments;
 - The carbon management team would not object to this application subject to the imposition of the following;
 - Planning conditions for details of an energy strategy, details of the green living roof and details of the design stage accreditation certificate confirming that the development is working to achieve a BREEAM "Very Good" outcome.

5) Building Control; Officers raise no objection and have made the following comments:

- Building Control would not object to this application subject to the imposition of the following:
- Planning conditions for details of a Construction Management Plan and a Basement Impact Assessment to determine whether any water courses etc will be affected by the works and to determine that the construction works will be carried out without undue effects on the remaining and neighbouring buildings;
- Planning condition for details of a ventilation scheme for the proposed car park.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 361 Neighbouring properties
- 2 Residents Association
- 3 site notices were erected close to the site

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

No of individual responses:9

Objecting:4

Supporting:5

Others: 3

5.3 Muswell Hill & Fortis Green Association has made comments on the application as summarised below:

- The Council will need to consider the potential for overlooking and loss of privacy caused by the proposed new balconies on the rear elevation, especially those at roof level;
- 12 parking spaces is surely not sufficient for 18 flats;
- Concerns as to how attractive this solution will be for the new residents in reality (e.g. the steep gradient in and out and having to possibly carry out a lot of manoeuvring to get into a space, especially the corner ones) The danger could be that the residents will feel it easier just to take their chances and park in the street thus adding to the existing parking problems experienced by the established residents in Queens Avenue.

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

- Traffic/parking congestion;
- The basement parking proposed is insufficient;
- Increase refuse;
- Noise and disturbance;
- Change of use to residential would have an impact on the street;
- Environmental health concerns;
- Concerns with the construction phase;
- Asbestos concerns;
- Road safety;
- Increased pressure on local services and amenities;
- This proposal does not address the previous reasons for refusal other than parking;
- The current hotel use is busy;
- Refuse bins should be screened and not unsightly;
- There should be no windows facing the adjacent property at no. 6;
- The boundary wall to no. 6 should be no higher than existing;
- The current hotel has a steady flow of regular guests;
- The guest who use the hotel contribute to the local economy.

Summary of support letters received;

- The existing hotel is overcrowded;
- The new residential conversion will reduce parking issues;
- There will be no more delivery vans serving the building;
- Less refuse from the proposal;
- Boost to the local economy;
- Less noise disturbance;
- The building is in need of modernisation;
- Long term residents preferred;
- There is a housing shortage;

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development

2. The impact of the proposed development on the character and appearance of the conservation area
3. The impact on the amenity of adjoining occupiers
4. Residential Mix and Quality of accommodation
5. Inclusive design
6. Parking and highway safety
7. Basement
8. Affordable Housing
9. Sustainability
10. Flood Risk and Drainage
11. S106 Contribution

Principle of the development

Residential Use

- 6.2 The proposed development changes the use of the site from a hotel into 18 self contained flats. The principle of housing is supported by the National Planning Policy Framework (NPPF) 2012 chapter 6 Delivering a wide choice of quality homes, London Plan 2011 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target of 8,200 dwellings between 2011 and 2021 (820 per year). Under the draft alterations to the Local Plan, following the increased figure in the Further Alterations to the London plan (FALP), the target is increased to 15,019 (1,502 per year). In addition the site is surrounded by residential uses and is within a broader residential context.
- 6.3 The proposed number of residential units on the site would therefore contribute to providing housing to assist in meeting this housing target.

Loss of hotel

- 6.4 Loss of the hotel is a planning consideration, UDP Saved Policy EMP4 and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment that requires employment land and space. It is also important to note that draft DPD Policy DM40 (A) states that the Council will only consider the loss of employment land or floorspace is acceptable, subject to new development proposals demonstrating that the site is no longer suitable or viable for the existing or an alternative industrial or business use; and there is clear evidence that an open and recent campaign to market the site, covering a minimum continuous period of 3 years, has been undertaken without success.
- 6.5 Furthermore UDP saved Policy EMP4 sets out the approach to dealing with proposals for the re-use of land and buildings in employment-generating uses.

Planning permission will only be granted for uses that do not generate employment if the land is no longer suitable for business or industry use and there is well documented evidence of an unsuccessful attempt to market the site, normally for a period of at least 18 months.

- 6.6 Although the above employment policies are not strictly related to hotel uses, as, in planning terms, a hotel is not defined as an employment use in the same way as Class B1 light industrial and office use, as its use which is within C1 does not fall within B Class uses, officers are mindful that there is an element of employment that takes place as part of the hotel operation. UDP Saved Policy CLT4, although not entirely relevant due to the fact that the application is not for a new hotel, gives an indication as to under what circumstances hotel development is acceptable. The policy states that hotels are to be located in town centres, does not result in the loss of residential uses and are well served by public transport. The site has a PTAL 3 rating which is classed as moderate and therefore isn't considered to be particularly well served. The hotel also is not located within a town centre. Further, and importantly, the hotel was not 'purpose built' but is a conversion of residential, therefore historically, resulting in the loss of residential dwellings. It is considered that the site is not an ideal location for a hotel and the proposed use would reinstate the original intended use of the building as residential land use. UDP saved Policy HSG2 is also relevant in this instance, which relates to the change of use to residential accommodation and advises that schemes will be considered favourably provided that the building does not fall within a defined employment area, does not involve the loss of protected open space and is not in a primary or secondary shopping frontage. Officers consider that the proposed development is acceptable as it is not in breach of any of the above requirements. Furthermore, the site is located outside the London Plans Central Activities Zone (CAZ) where such uses are promoted and protected.
- 6.7 The planning statement sets out that there is no long term intention or prospect for this site to be used as a hotel, demonstrated by the fact the current hotel is not sustainable or viable in business terms. The applicant argues that as a business, and not a charity, a commercial view must be taken over the long term future of the hotel. This can also be supported by the above planning history which demonstrates that there has been numerous attempts to change the use to residential purposes over the years.
- 6.8 It should also be noted that planning permission was granted in 2003 (HGY/2003/1131) for the conversion of the hotel into 18 flats with 10 parking spaces, which was subject to a S106 legal agreement for education. The scheme was never implemented and the planning permission has now expired.
- 6.9 Officers are satisfied that reason 1 of the previously refused planning permission (HGY/2013/2190) has been satisfactorily addressed, as such, the principle of development is acceptable and is in accordance with London Plan Policy 3.3

'Increasing Housing Supply', 3.4 'Optimising Housing, Haringey Local Plan Policy SP2 'Housing' and UDP saved Policy HSG2.

Character and appearance of the conservation area

- 6.10 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”.

- 6.11 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.”

- 6.12 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.

- 6.13 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.
- 6.14 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Draft DM Policy DM9 continues this approach
- 6.15 The proposed development would retain the balustrade balcony and remove the unattractive canopy to the front; reinstating the windows, the boundary treatment, front garden and remove the outbuildings and bungalow to the rear which would be an improvement to the rear and front facade. Additionally the boundary walls and new privet hedgegrow proposed to the front would screen the usually unsightly refuse bins and DDA compliant ramp to ensure the proposal does not compromise the character and appearance of the conservation area. The proposed changes would therefore add to the quality of the streetscene and as such the proposal would enhance the character and appearance of the conservation area.
- 6.16 From a conservation point of view, in context of the recent case on Barnwell Manor, the discharge of duty to ensure that development should preserve or enhance the character of heritage assets has been considered. The proposed scheme would not cause any harm and would enhance the character and appearance of the street at this location and the wider conservation area and would be acceptable in this instance.

Impact on the amenity of adjoining occupiers

- 6.17 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 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.

- 6.18 The proposed development would have no material adverse impact on neighbouring occupiers. Given there are no rear additions proposed and the rear outbuildings in close proximity to the properties on Woodberry Crescent and the bungalow to no. 8 is to be demolished, the amenity of the adjoining occupiers would be significantly improved. Also as the rear additions have been removed the proposed scheme addresses reason for refusal numbers 3 and 4, as there would be no material adverse impact on the future occupants of the development in terms of increase in sense of enclosure, daylight/sunlight, overlooking and loss of privacy.
- 6.19 Loss of privacy and overlooking to the neighbouring occupiers has been cited as a concern by the Muswell Hill and Fortis Green Residence Association, given the balconies proposed would be set in a considerable distance from the boundary of the building on both sides, the partial terraces at first floor level would be set back a considerable distance from the flat roof and the recessed terraces at roof level would be partly obscured by the existing roof, there would be no overlooking or loss of privacy issues. A condition is recommended to be imposed to ensure that a 1.8m high privacy screen is installed on either side of the balconies and terraces to mitigate any overlooking and loss of privacy issues.
- 6.20 Noise and disturbance has been cited as a concern by local neighbours, however due to the loss of the current events facility and removal of industrial kitchen flues, noise levels and air quality would be significantly improved.
- 6.21 The proposed development has taken careful consideration of its layout, form and design to ensure that the privacy and amenity of neighbouring occupiers will not be adversely affected. As such the proposal is considered to be in accordance with London Plan 2015 Policy 7.6 and saved UDP policy UD3.

Residential Mix and Quality of accommodation

- 6.22 London Plan policy 3.8 highlights that new developments should offer a range of housing choices in terms of the mix of housing sizes and types. Local Plan policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range of dwelling types and sizes to meet local housing requirements and draft DPD Policy DM11 reinforces this approach. London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality and draft DPD Policy DM12 reinforces this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered
- 6.23 The proposed development provides 4 x 1 bed/1 person, 4 x 1 bed/2 person, 3 x 2 bed/4 person, 5 x 2 bed/3 person and 2 x 3 bed/6 person self contained flats.

Officers consider that the mix proposed is acceptable due to the constraints of the building and it would include two family units.

- 6.24 Officers are satisfied that reasons 3, 4 and 5 of the previously refused planning permission (HGY/2013/2190) in terms of the size and layout has been addressed, in that the removal of the rear projections would create a more pleasant outlook and it would mitigate overlooking and loss of privacy for the future occupants of the residential properties on ground floor level. The size of each unit meets and exceeds the minimum standards as set out in table 3.3 of London Plan policy 3.5. The minimum standards prescribed for individual rooms also conform comfortably with these standards. All of the units are well proportioned and laid out with adequate levels of daylight/sunlight, and provide an acceptable level of amenity for future occupiers of a development within an urban setting. The upper floor flats would also benefit from a pleasant outlook onto the new sedum roof proposed at first floor level.
- 6.25 The ground floor units would have generous sized private gardens to the rear, with the upper floor flats benefitting from balconies/terraces and 5 of the flats benefitting from a communal garden.
- 6.26 The overall layout and access arrangements to the scheme are also acceptable. Vehicle and cycle parking are all accommodated at basement level with refuse storage in the front garden, alongside sufficient landscaping to the front. The pedestrian entrance off the street would be clearly distinct from the vehicle ramp to the basement, avoiding pedestrian conflict with cars and the proposed refuse collection arrangement is considered acceptable.
- 6.27 Overall the proposed scheme will provide an acceptable residential mix and provide an acceptable standard and layout of accommodation for its future occupants.

Inclusive design

- 6.28 Local Plan Policy SP2 and Policy 3.6 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users. Any forthcoming application should demonstrate compliance with these requirements of Policies SP2 and Policy 3.6.
- 6.29 Officers are satisfied that reason 7 of the previously refused planning permission (HGY/2013/2190) has been satisfactorily addressed in that 10% wheelchair housing has been provided. Furthermore, a DDA compliant ramp for wheelchair housing is proposed to the left side garden to no. 8, which leads to the new additional front entrance for the flats above no.8. Although a lift would be

preferable, it is accepted that the constraints of the building would make it very difficult for a lift to be incorporated within this part of the building.

Parking and highway safety

- 6.30 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.
- 6.31 The proposal includes 12 off-street parking spaces and 28 cycle parking spaces in the new semi- basement proposed. The Council's Transportation Team has assessed the proposal and is satisfied that reason 6 of the previously refused planning permission (HGY/2013/2190) has been satisfactorily addressed as the level of parking provision is in line with Haringey Council adopted UDP (saved policies 2013).
- 6.32 Notwithstanding the above provision, it is considered that the proposed development would not have any adverse impact on the surrounding highway network or significant increase on car parking demand in this location.
- 6.33 Details of a residential travel plan would be conditioned consistent with policy in order to maximise the use of sustainable modes of transport and the developer has agreed to secure £3000 towards the monitoring of the travel plan and offer free car club membership to all residents of the development for a period of the at least the first three years and include £50 car club credit for each unit, this will be secured by a S106 contribution. The developer has also agreed to secure £12,115 for the removal of the existing crossover and the reconstruction of the footways as per Drawing QA-AG01 Rev C, this would be secured by a S.278 agreement.

Basement

- 6.34 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques. Saved Policy UD3 requires that there should be no significant adverse impact on other surrounding uses.
- 6.35 Emerging draft DPD Policy DM18 ('Residential Basement Development and Light Wells') requires householder extensions for basement development to demonstrate that a proposal will not adversely affect the structural stability of the application building and neighbouring buildings; does not increase flood risk to the property and nearby properties; avoids harm to the established character of

the surrounding area; will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

- 6.36 The scheme proposes a semi-basement car park under the footprint of the building. Concerns have been raised over the construction of the basement. The Council's Building Control Officers have assessed the proposal and given the nature of the basement works a Construction Management Plan and a Basement Impact Assessment would need to be submitted to the LPA prior to the commencement of works on site to determine whether any water courses etc will be affected by the works and to determine that the construction works will be carried out without undue effects on the remaining and neighbouring buildings. In addition works here will be expected to be carried out in accordance with the 'Considerate Constructors' code.
- 6.37 The structural integrity of the basements/ buildings would need to satisfy the modern day building regulations and separate permission would be required under Building Regulations. In addition the necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site. There is a requirement for ventilation for car parks. As the whole structure of the car park is below ground level, it would be expected to see some form of provision to accommodate this.
- 6.38 The purpose of the Building Control/ Building Regulations is to ensure that the engineering design is professional and competent, the construction work is undertaken in a skilful and proficient manner and that the sequence of works on site (including temporary works) are properly planned and carried out. In terms of the Party Wall Act any developer/ property owner wishing to excavate a basement must notify the adjoining owner with a description of the works and details of whether/how the neighbouring structures will be strengthened or safe guarded (i.e. when within 3m of a neighbouring structure and extends deeper than that structure's foundations; or within 6m of the neighbouring structure and to a depth below a line drawn down at 45 degrees from the underside of that structure). An adjoining owner can dispute the works and has the right to, amongst other things to require reasonable measures to be taken to protect their property from damage that is foreseeable.

Affordable housing

- 6.39 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”.

- 6.40 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”.
- 6.41 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”.
- 6.42 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”.
- 6.43 The application makes no affordable housing provision on-site. However, the applicant has submitted an economic viability assessment to justify this position. This viability assessment has been independently assessed and this conclusion has been verified.
- 6.44 The viability appraisal demonstrates that an off-site affordable contribution of £800,000 is viable. This provision would equate to providing 1-2 units on site. Housing Associations are not in a position to take on such units and although investigations are at an early stage with Homes for Haringey to consider taking on such provision they are not able to do so at this time. As such the off-site contribution has been accepted in this instance.

Sustainability

- 6.45 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.

- 6.46 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
- 6.47 The energy baseline for the development proposal has not been determined. Policy requires that the scheme delivers a carbon saving of 35% above Building Regulations 2013. (London Plan Policy 5.2) This 35% improvement should be met through Lean (energy efficiency), Clean (community energy) and Green (renewable technologies) measures. Should the 35% target not be achieved that the applicant is required to offset any remaining carbon emissions based on the cost of £2,700 per tonne of carbon over 30 years.
- 6.49 Details of an energy strategy, details of the green living roof and details of the design stage accreditation certificate confirming that the development is working to achieve a BREEAM "Very Good" outcome would be conditioned consistent with policy. The Section 106 agreement will set out that any carbon off-setting contribution due will be paid prior to occupation.

Floodrisk and Drainage

- 6.50 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.
- 6.51 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
- 6.52 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%).

- 6.53 Officers consider that the development by reason of being located within flood risk zone 1, the existing building and hardstanding and the 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.

S106 Contribution

- 6.54 This application will be subject to a S106 legal agreement and the applicant has agreed to the following heads of terms:
- i. £3000 towards the monitoring of the travel plan and two years free membership to a local Car Club and £50 free credit per unit
 - ii. £2,700 to the Council's carbon offsetting fund
 - iii. £12,115 secured by a S278 for the removal of the existing crossover and the reconstruction of the footways as per Drawing QA-AG01 Rev C
 - iv. £800,000 towards affords affordable housing
 - v. Carbon Off-setting contribution if required

Conclusion

- 6.55 The proposed development is acceptable because the scheme optimises the potential of the site for a high quality residential development taking account the character of the surrounding area. The loss of the existing hotel is acceptable as it will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets. The proposed development would enhance the character and appearance of this part of the conservation area. In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable overlooking or loss of privacy or sense of enclosure or affect daylight/ sunlight. The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space. The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area. All of the reasons for refusal of the previous proposal have been overcome.
- 6.56 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

6.6 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £70,678.839 (1731.9sqm x £35 x 1.166) and the Haringey CIL charge will be £458,935 (1731.9 sqm 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) RH-0813-001, RH-0813-001 Rev R1, RH-0813-002 Rev R2, QA-AS01, QA-AG00, QA-AG01C, QA-AG0C, QA-AG03D, QA-AG04C, QA-AS04, QA-AS05, QA-AS06 Transport Statement dated 16 November 2015 prepared by Safeland plc Transport, Planning Statement dated December 2015 prepared by GL Hearn, Design and Access Statement Revision A prepared by Awards Projects Ltd, Raglan Hall Accommodation Schedule, Consultation Statement dated 6 December 2015 prepared by GL Hearn

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:

RH-0813-001, RH-0813-001 Rev R1, RH-0813-002 Rev R2, QA-AS01, QA-AG00, QA-AG01C, QA-AG0C, QA-AG03D, QA-AG04C, QA-AS04, QA-AS05, QA-AS06 Transport Statement dated 16 November 2015 prepared by Safeland plc Transport, Planning Statement dated December 2015 prepared by GL Hearn, Design and Access Statement Revision A prepared by Awards Projects Ltd, Raglan Hall Accommodation Schedule, Consultation Statement dated 6 December 2015 prepared by GL Hearn

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

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include, window frames and balcony frames, combined with a

schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Details of the proposed boundary treatment including bin and cycle enclosure shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development above ground. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

5. Evidence that each 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 (specify) 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.

6. No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013

7. An Energy Strategy will be submitted to and approved in writing by the Local Planning Authority prior to commencement of construction works on site. This strategy shall deliver no less than a 35% of on-site total CO₂ reduction in comparison with total emissions from a building which complies with Building Regulations 2013.

Should the 35% target not be able to be achieved on site through energy measures (a mixture of lean, clean and green measures), then any shortfall should be offset at the cost of £2,700 per tonne of carbon.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. And the development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.

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.

- 8 No development shall take place until details of a travel plan showing how patrons will access the site by more sustainable transport modes has been submitted to and approved in writing by the local planning authority. The plan must show measures that will be used to promote more sustainable modes of transport and how such measures will be managed once the development has been first implemented. The approved travel plan shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

- 9 No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

- 10 No development above ground shall take place 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 enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

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 consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

- 11 Full details of Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site to be submitted to and approved in writing by the local planning authority.. The plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Queens Avenue, Fortis Green, Muswell Hill Broadway and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

- 12 A full Basement Impact Assessment to be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the details approved

Reason: To determine whether any water courses etc will be affected by the works and to determine that the construction works will be carried out without undue effects on the remaining and neighbouring buildings.

13. Details of ventilation for the car park to be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the details approved

Reason: As the whole structure of the car park is below ground level

14. Before the development hereby permitted is commenced a plan showing a 1.8 metre high privacy screen along the side of the balconies/terraces to the rear shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the BALCONY/TERRACE AREA and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

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 £70,678.839 (1731.9sqm x £35 x 1.166) and the Haringey CIL charge will be £458,935 (1731.9 sqm 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.

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: Asbestos containing materials may be present within the fabric of the building

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The Proposed is located on Queens Avenue, some 141 meters from the junction of Muswell Hill and Muswell Hill Broadway with Dukes Avenue. This section of Muswell Hill including Queens Avenue suffers from high parking pressures at all times of the day as a result of parking demand generated by the Town Centre and demand for residential car parking. The area surrounding the site is not currently located in a controlled parking zone. The 2011 census concludes that Muswell Hill Ward has 4492 households and some 4053 cars; some 33.7% (1,514 households) don't own, the 2011 census analysis concluded that 886 of households has 2 or more cars, with an average car ownership of 0.9 cars per household. The combined car parking demand has resulted in this area being classified as a restricted conversion area by the Council's Saved UDP Policy HSG 11.</p> <p>In assessing the impact of this development we have considered that the following regional and local policies also apply:</p> <p>London Plan 2015 POLICY 6.13 PARKING</p> <p>The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use, hence maximum car parking standards as set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications.</p> <p>6.42 Parking policy, whether in terms of levels of provision or regulation of on or off-street parking, can have significant</p>	<p>Conditions recommended, informatives included, and S106 obligations sought as requested</p>

Stakeholder	Question/Comment	Response
	<p>effects in influencing transport choices and addressing congestion. 6.42 also states “Transport assessments and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.</p> <p>Table 6.1 also states “Sustainable residential travel should be encouraged through the promotion of car free development, the use of car clubs, flexible working and active travel (walking and cycling).</p> <p>Haringey’s Local Plan</p> <p>SP1 sets out the Councils aspiration for growth in the Borough to meet and exceed the target of providing 8,200 homes by 2011-2021 (820 homes per annum), “SP1 states the Council will focus growth in the most suitable location, and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the Borough.</p> <p>SP4 Sets out Haringey’s aspiration for an environmentally sustainable borough and elaborates on the Council’s overall strategy for managing growth in Haringey with respect to Transport which includes “encourage development to use sustainable modes of travel by minimising car parking provision in new development; to increase cycle parking and encourage modal shift through travel planning and designing public realm to support non-car use.</p> <p>SP7 Transport (Delivering Regeneration and Access) seeks to locate development in locations with good access to public transport and so better integrate transport and land use</p>	

Stakeholder	Question/Comment	Response
	<p>planning. Adopting maximum car parking standards and “car-free” housing where feasible.</p> <p>4.4.18 Making private transport more sustainable “for journeys where more sustainable travel options are not practical, car clubs and car sharing offer a alternative to privately owned cars.</p> <p>This development proposal is located in an area with a medium public transport accessibility level (PTAL3); and is within walking distance bus routes (W7, 144, 234, 102, 43, 299, 144) which when combined provides some 66 buses per hour two way for frequent connection to Finsbury Park Station, and Highgate underground station, the site is not located in a Controlled Parking Zone (CPZ).The site is currently used as a 50 bed hotel with 7 car parking spaces, the applicant is proposing to convert the existing hotel into 18 residential units, comprising (8x1 8x2 and 2x3) residential unites including 12 off-street car parking spaces and 28 cycle parking spaces.</p> <p>The applicant’s consultant PCL Transport has produced a transport statement to support the proposed application: the trip generation has been produced using TRICS (TRAVL), trip prediction database and by conducting surveys of the existing Hotel. Based on the surveys conducted between the 28 February to 20 March 2015 the existing hotel generated and average of between 17 and 20 in/out movements per day, from the parking surveys conducted of the hotel car park, the majority of the 7car parking spaces were used by staff, the transport statement suggest that some on street car parking is generated by the current hotel use however the number has not been surveyed or forecasted.</p> <p>Using sites form the TRICS (TRAVL) trip forecast database</p>	

Stakeholder	Question/Comment	Response
	<p>the applicants transport consultant has forecasted that the proposed 18 residential units would generate some 20 in/out movements over the day with some 2 in/out movements during the AM peak hour and 3 in/out movements during the PM peak hour. We have considered that the trips generated by the residential development are slightly higher than that generated by the existing use as a hotel, however the net increase is some 2 trips per day we have considered would not result in any significant impact on the transportation and highways network.</p> <p>The applicant is proposing to provide 12 car parking spaces for the proposed 18 residential units which equates to 0.67 car parking units per unit, the parking provision is considered acceptable as the Council's Local Plan policies seek to reduce car trips by restricting car ownership and promoting trips by sustainable modes of transport. The applicant is proposing to provide 28 cycle parking space which his to be located in the basement of the development, this will have to secured as part of the Travel Plan, in addition the applicant will be required to submit details of how the cycle parking facility will be secured and means of access for residents.</p> <p>The applicant is proposing to provide refuse storage to the front of the building which is within the 25metres carrying distance of the carriageway. The proposed refuse collection arrangement is considered acceptable.</p> <p>On reviewing the transport assessment we have concluded that the transportation and highways authority would not object to this application subject to the following conditions:</p> <p>1) A residential travel plan must be secured by the S.106 agreement, as part of the travel plans, the following</p>	

Stakeholder	Question/Comment	Response
	<p>measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Travel Plan for each aspect of the development and appoints a travel plan co-ordinator for the development to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) Establishment or operation of a car club scheme, which includes at least 1 car. The developer must offer free membership to all residents of the development for at least the first 3 years, and £50 (fifty pounds) car club credit for each unit, evidence of which must be submitted to the Transportation Planning Team.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans; this must be secured by S.106 agreement.</p> <p>e) To provide cycle parking in line with the 2015 London Plan (28 secure sheltered cycle parking spaces in total), details of how the cycle parking is to be secured and allocated must also be provided. Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2) The applicant must enter into a S.278 agreement for the removal of the existing crossover and the reconstruction of the footways as per Drawing QA-AG01 RevC The cost of these works have been</p>	

Stakeholder	Question/Comment	Response
<p data-bbox="191 964 394 995">Conservation</p> <p data-bbox="191 1219 327 1250">Pollution</p>	<p data-bbox="667 233 1381 297">estimated at £12,115 (twelve thousand one hundred and fifteen pounds).</p> <p data-bbox="667 334 1381 430">Reason: To provide access to the development and to protect the integrity of transportation and highways network.</p> <p data-bbox="667 467 814 498">Conditions:</p> <p data-bbox="667 535 1381 967">The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Queens Avenue, Fortis Green, Muswell Hill Broadway and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p data-bbox="573 1039 1371 1135">The proposed works would be an improvement to the existing facade of Raglan Hall and would be considered to enhance the conservation area and would be acceptable.</p> <p data-bbox="573 1172 1365 1268">Since this is not a statutory listed building, internal alterations to facilitate the building's conversion from a Hotel to residential is beyond the conservation area legislation.</p> <p data-bbox="573 1338 1381 1401">The proposals are concerned with alterations to the internal structures. This service has no concerns with regard to land</p>	<p data-bbox="1407 984 1482 1015">Noted</p> <p data-bbox="1407 1268 1665 1295">informatives included</p>

Stakeholder	Question/Comment	Response
<p>Carbon Management Team</p>	<p>contamination issues and so risk to the future users of the site. For information, asbestos containing materials may be present within the fabric of the building</p> <p>The Carbon Management Teams comments on the submitted strategy is:</p> <p>1) Energy (Overall) - The energy baseline for the development proposal has not be determined. Policy requires that the scheme delivers a carbon saving of 35% above Building Regulations 2013. (London Plan Policy 5.2)</p> <p>This 35% improvement should be met through Lean (energy efficiency), Clean (community energy) and Green (renewable technologies) measures. Should the 35% target not be achieved that the applicant is required to offset any remaining carbon emissions based on the cost of £2,700 per tonne of carbon over 30 years.</p> <p>Action: To condition that the applicant submits an Energy Strategy to the Council for approval. This will show how the scheme delivers compliance with Policy 5.2 of the London Plan and delivers at least a 35% improvement on Building Regulations 2013. And that should the 35% target not be achieved that the remaining carbon is offset at the cost of £2,700 per tonnes.</p> <p>Once the Energy Strategy is approved then the applicant will be required to deliver as set out in the approved document.</p>	<p>Conditions recommended and S106 obligations sought as requested</p>

Stakeholder	Question/Comment	Response
	<p>Guidance on the delivery of the Energy Strategy can be found here - https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0</p> <div style="border: 1px solid black; padding: 5px;"> <p><u>Suggested condition (part lifted from Islington)</u></p> <p>An Energy Strategy will be submitted to and approved in writing by the Local Planning Authority prior to commencement of construction works on site. This strategy shall deliver no less than a 35% of on-site total CO₂ reduction in comparison with total emissions from a building which complies with Building Regulations 2013.</p> <p>Should the 35% target not be able to be achieved on site through energy measures (a mixture of lean, clean and green measures), then any shortfall should be offset at the cost of £2,700 per tonne of carbon.</p> <p>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. And the development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:4</p> </div> <p>Energy (Lean) – The applicant needs to demonstrate that new u-values and that the refurbishment has taken all opportunities for energy efficiency through fabric measures. It</p>	

Stakeholder	Question/Comment	Response
	<p>is a requirement of the London Plan that all new build and refurbishment deliver a high level of energy efficiency.</p> <p>Action: Provide details (including new u-Values) that demonstrate high levels of energy efficiency have been designed into the scheme. This should be included in the Energy Strategy that will be submitted prior to commencement.</p> <p>Energy (Clean) – The proposed scheme consists of breaking up a single energy network (serving the hotel). But there is no indication on how the space heating and hot water demands will be served in eth new dwellings.</p> <p>It is a requirement of the London Plan that all of the new buildings and the refurbishment developments need to demonstrate how they will deliver community energy networks through the energy hierarchy set out in the London Plan and the local ambition for community energy.</p> <p>The council expects a single heating and hot water network from a single energy centre across all units of the development. This network will need to be able to be connected to area wide district energy networks at a later date.</p> <p>Action: Provide details and drawings showing the location of a single energy centre for the development. This will then be sued to deliver all the space heating and hot water needs of the new dwellings. This should be included in the Energy Strategy that will be submitted prior to commencement.</p> <p>Energy (Green) - The energy and sustainability (section 7 in</p>	

Stakeholder	Question/Comment	Response
	<p>the Design and Access Statement) has ruled out some renewable technologies, but a more detailed review of all technologies should be demonstrated. The Council has delivered solar panels on listed buildings and building with conservation areas. If done in a sensitive manner these can be a positive to the development. The roof is facing south west and the solar energy opportunities, along with other technologies, should be investigated further.</p> <p>Action: Provide details and drawings showing the location of any renewable technologies for the development. This should be included in the Energy Strategy that will be submitted prior to commencement.</p> <p>Biodiversity Gain - The Energy and Sustainability Statement lists that the developer will install sedum roofs on the flat roofs. We support the principle of the Living Roof but cannot support a sedum roof, as these are often lightweight and little soil depth, introduce non-native plants and therefore are in the longer term not sustainable.</p> <p>Action: To condition following details on the living roof that will be required to be submitted to the Council before commencement on site.</p> <div data-bbox="575 1101 1379 1398" style="border: 1px solid black; padding: 5px;"> <p><u>This condition is taken from WCC planning conditions.</u></p> <p>That the details on the living roof shall submitted to the local authority for approval prior to commencement and this will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be </div>	

Stakeholder	Question/Comment	Response
	<p>located;</p> <ul style="list-style-type: none"> • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	

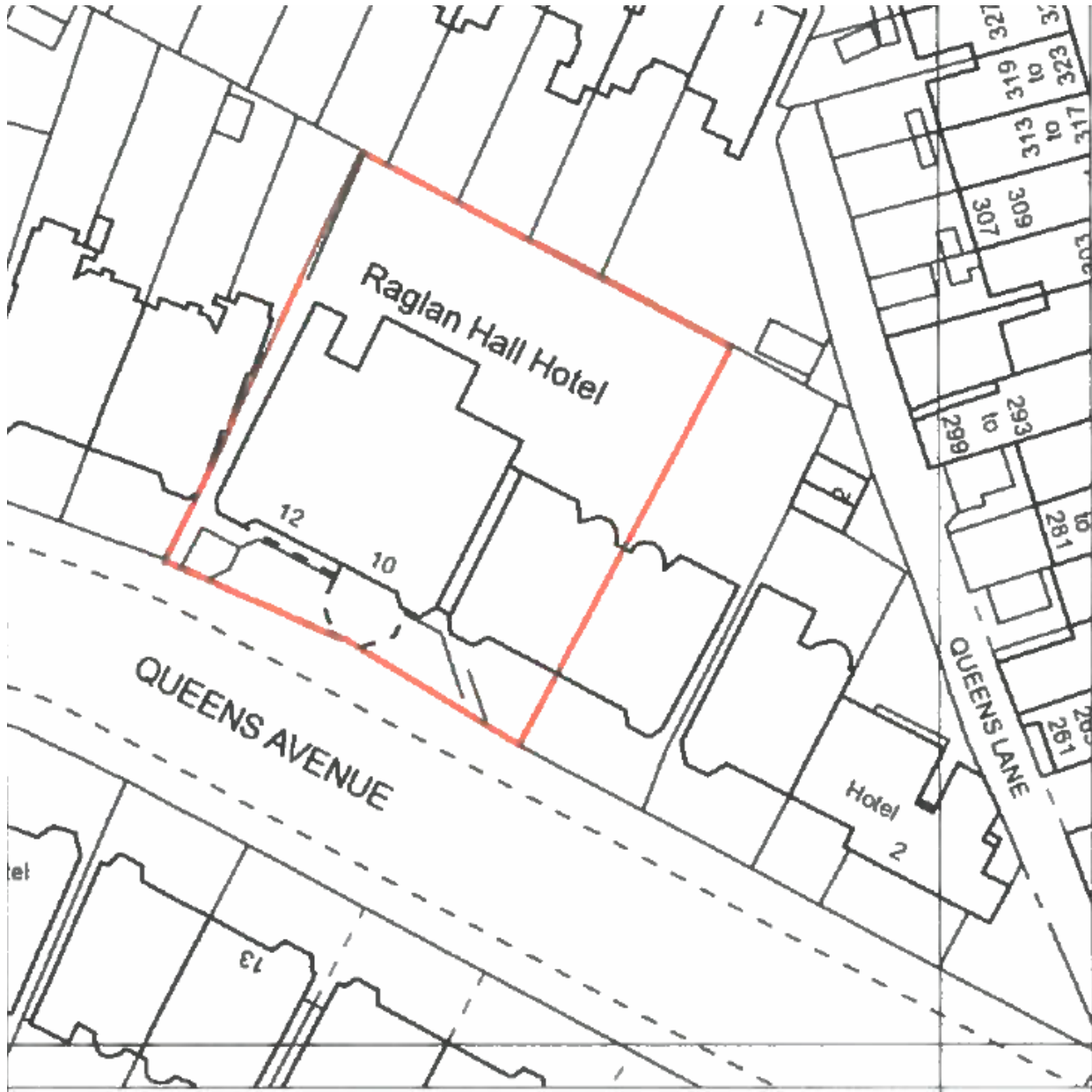
Stakeholder	Question/Comment	Response
	<p>Sustainability – there is no measure of the overall environment sustainability of the scheme.</p> <p>Action: To condition a BREEAM assessment through a design certification and then a post construction certificate.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><u>This condition is taken from WCC planning conditions.</u></p> <p>You must submit for our written approval a design stage accreditation certificate confirming that the development is working to achieve a BREEAM “Very Good” outcome a minimum of 6 months prior to commencement on site.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research Establishment or other independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site.</p> <p>In the event that the development fails to achieve the agreed rating for the new residential units, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> </div>	

Stakeholder	Question/Comment	Response
Building Control	<p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:4 of the Local Plan.</p> <p>Given the nature of the basement works the Planning should be requesting a Construction Management Plan and a Basement Impact Assessment to determine whether any water courses etc will be affected by the works and to determine that the construction works will be carried out without undue effects on the remaining and neighbouring buildings.</p> <p>There is a requirement for ventilation for car parks. As the whole structure of the car park is below ground level, it would be expected to see some form of provision to accommodate this.</p>	Conditions recommended as requested
EXTERNAL		
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> - Traffic/parking congestion; - The basement parking proposed is insufficient; - Increase refuse; - Noise and disturbance; - Change of use to residential would have an impact on the street; - Environmental health concerns; - Concerns with the construction phase; - Asbestos concerns; - Road safety; - Increased pressure on local services and amenities; - This proposal does not address the previous reasons 	

Stakeholder	Question/Comment	Response
<p>Summary of support letters received</p>	<p>for refusal other than parking;</p> <ul style="list-style-type: none"> - The current hotel use is busy; - Refuse bins should be screened and not unsightly; - There should be no windows facing the adjacent property at no. 6; - The boundary wall to no. 6 should be no higher than existing - The current hotel has a steady flow of regular guests - The guest who use the hotel contribute to the local economy <ul style="list-style-type: none"> - The existing hotel is overcrowded; - The new residential conversion will reduce parking issues; - There will be no more delivery vans serving the building; - Less refuse from the proposal; - Boost to the local economy; - Less noise disturbance; - The building is in need of modernisation; - Long term residents preferred; - There is a housing shortage; 	

Appendix 2 Plans and Images

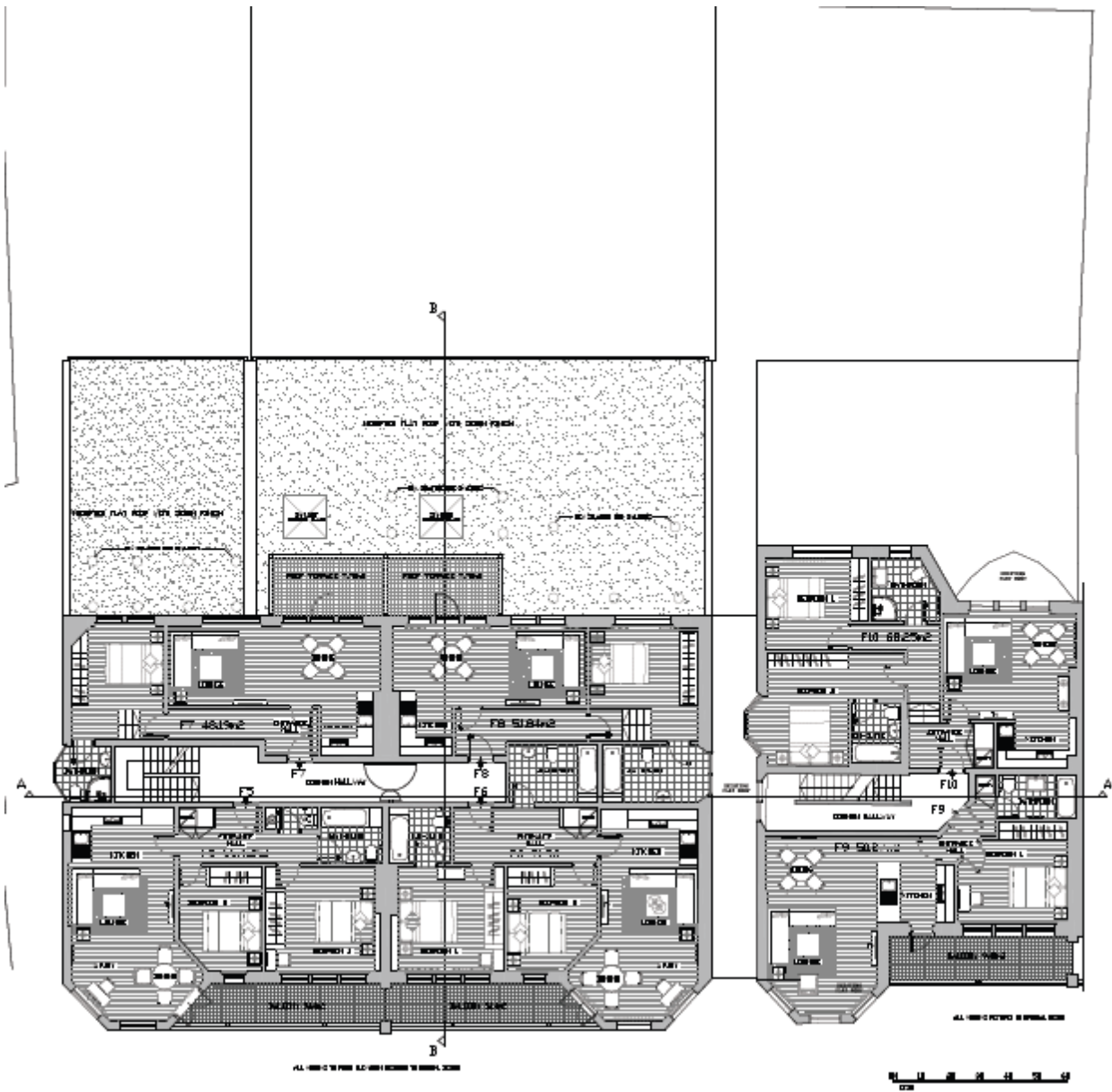
Location Plan



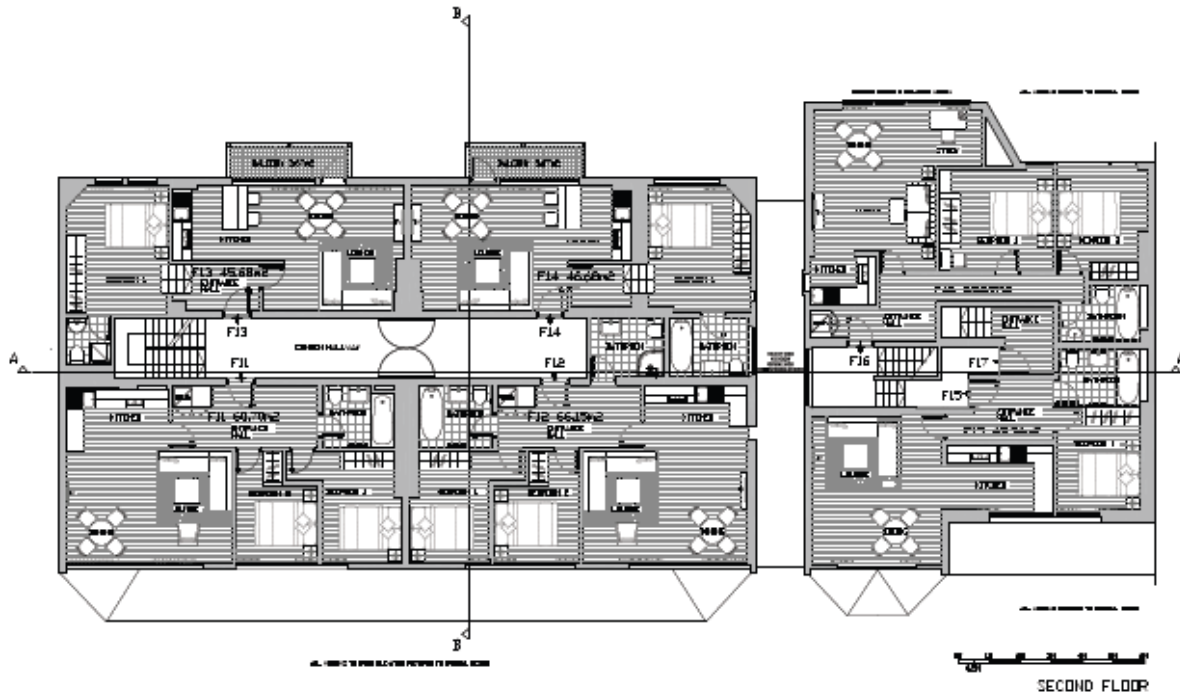
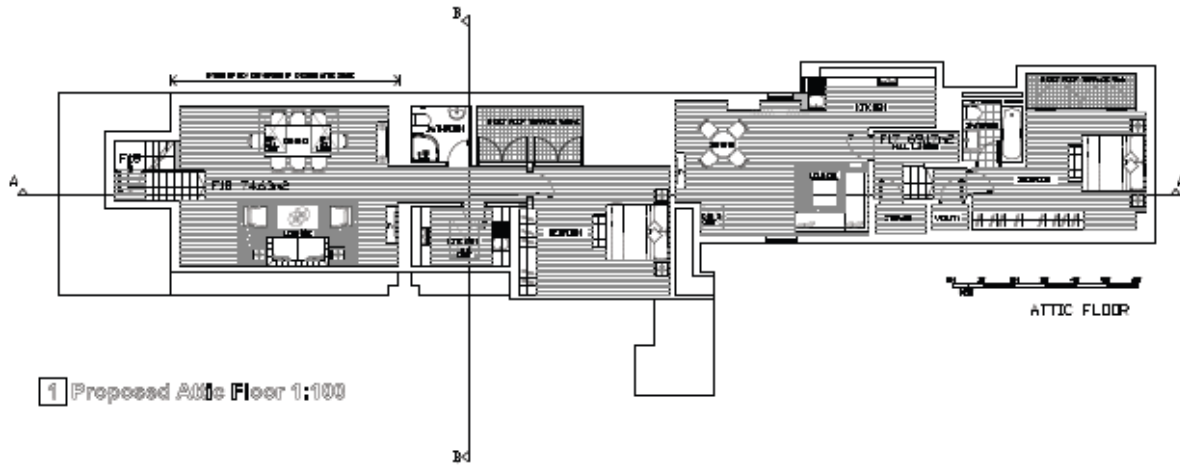


1 Proposed Ground Floor 1:100

Proposed ground floor plan



Proposed first floor plan



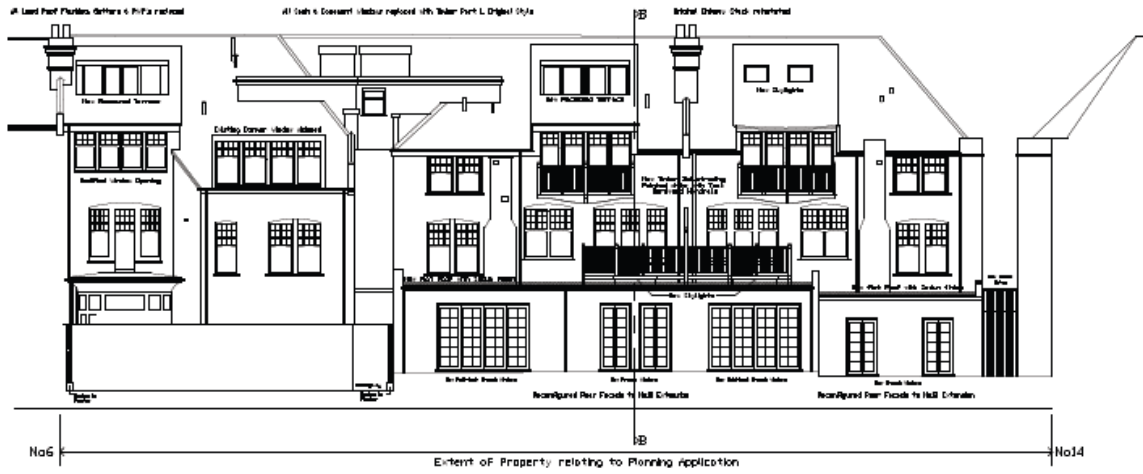
Proposed second, and third floor plan



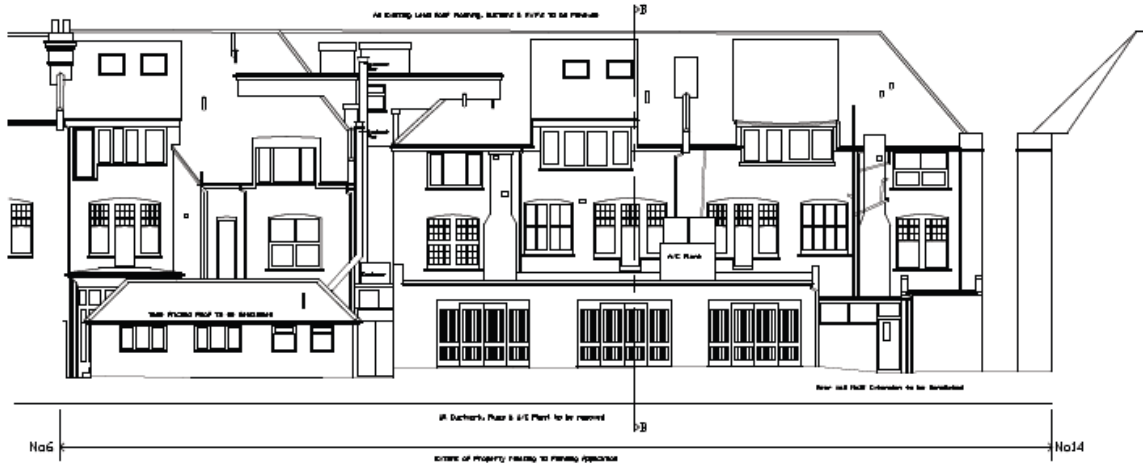
2 Proposed Front Elevation 1:100 "A" "B" "C" "D" "E" "F"



Proposed front elevation



2 Proposed Front Elevation 1:100



1 Existing Front Elevation 1:100

Proposed rear elevation

Proposed images





Appendix 3: DM Forum Note

A Development Management Forum was held on 4 February 2016

Two local residents were in attendance. The issues raised were as follows;

- Concerns with basement parking
- Parking/traffic concern
- Refuse bins
- Bought to let accommodations
- Construction noise
- Soundproofing
- Basement
- Security for parking

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2015/3141

Ward: Alexandra

Address: Alexandra Palace & Park Alexandra Palace Way N22 7AY

Proposal: Construction and operation of a Go Ape high ropes course

Applicant: Mr Ben Davies Adventure Forest Limited

Ownership: Council

Case Officer Contact: Robbie McNaugher

Site Visit Date: 06/11/2015

Date received: 23/10/2015 **Last amended date:** NA

Drawing number of plans: BW1 532437-14915-220915, BW1 532437-14915-220915, Appendix 1 to 10 inclusive, Desgn Access Statement, Preliminary Ecological Appraisal, Tree Method statement & Impact on traffic and parking report

1.1 This application is reported to the Planning Sub-Committee because it is on Council owned land and a significant number of objections have been received.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is acceptable in principle as it would enhance the outdoor recreational, leisure and sports opportunities within the Park.
- It would not harm the openness and would be appropriate development in Metropolitan Open Land (MOL)
- The proposal is considered to preserve the character and appearance of the Conservation Area and the Registered Park and would not harm the setting of the Listed Building
- The proposal is a significant distance from the nearest residential properties so would not have a significant impact on amenity
- The proposal would not generate a significant increase in traffic and there is sufficient car park capacity to cater for the additional parking demand
- The proposal would not harm the existing ecology and would provide ecological enhancements
- The proposal can be installed with minimal damage to the trees

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 subject to 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) Hours of operation
- 4) Land restoration
- 5) Ecological mitigation
- 6) Local labour
- 7) Tree protection

Informatives

- 1) Co-operation
- 2) Hours of construction
- 3) Tree works
- 4) Nesting birds

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

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the construction and operation of a 'Go Ape' high ropes course.
- 3.1.2 The physical structures include a tower with access stairs from the ground to the rope course. The course is made up of wooden platforms between which the crossings are strung. The platforms sit on a wooden brace that uses two long bolts positioned either side of the trunk to clamp the wood to the tree. Poles will be used to create loops and obstacles where no trees are available. These will have wooden tree top platforms attached to the poles. The crossings are made of timber, wire and rope and will be arranged in five circuits. None of the cabling or braces come into contact with the trees but are held away from the bark by sacrificial wooden 'full round' battens. As the tree grows it pushes these battens out into the metal cables and braces, which eventually dig into and crush the battens instead of the tree. During annual tree inspections these battens are inspected and can be replaced if necessary. The zip wires landing zones would be constructed of wood and filled with woodchip and they would be surrounded by fencing rails. Details of the equipment are set out in Appendix 2.
- 3.1.3 The proposal includes converting part of an existing cabin to provide a reception, equipment store and office for staff. Half of the cabin is currently used as a store for Deer and the unused part will be converted. The course would operate from 8am until 9pm or dusk whichever is sooner.

3.2 Site and Surroundings

- 3.2.1 The site is an area of some 0.5 hectares located to the north of the Alexandra Palace Park, east and downhill from the boating lake and close to the deer enclosure. The site contains a number of mature trees to the west and the cabin to the east, the remainder of the site is grass and relatively flat.
- 3.2.2 The site is located in the Alexandra Palace & Park Conservation Area and Alexandra Park is designated as a Grade II Registered Park. In addition, the application site falls within land designated as Metropolitan Open Land (MOL) and is on land designated of Grade I Borough ecological importance.
- 3.2.3 To the south is Alexandra Palace which is a grade II listed building.
- 3.2.4 The application site is part of a larger site allocation (SA 53) in the emerging Site Allocations DPD. The proposed allocation includes conservation of original facades, while enabling a range of uses, including but not limited to Hotel/restaurant, making use of the natural situation of the site including the protected view to St. Pauls and across London. Opportunities to improve

connections between the Palace and the rest of the Borough will be explored. The pre submission draft of the DPD was considered by the Council at its meeting on 23rd November 2015 and was published for Reg 19 consultation on 8th January 2016

3.4 Relevant Planning and Enforcement history

3.4.1 The Palace and surrounding park have an extensive planning history with a number of applications for Planning Permission and Listed Building Consent. The most recent applications are:

HGY/2014/0559 GTD Alexandra Palace Alexandra Palace Way London Improvement to path network, resurfacing Network Rail access road, installation of new trees and plants, installation of new fence and gates to Campsbourne Nursery playground, installation of new railings along boundary to Newland Road

HGY/2014/0560 GTD Alexandra Palace Alexandra Palace Way London Listed Building Consent for Improvement to path network, resurfacing Network Rail access road, installation of new trees and plants, installation of new fence and gates to Campsbourne Nursery playground, installation of new railings along boundary to Newland Road

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Economic Regeneration
LBH Arboriculture
LBH EHS - Noise & Pollution
LBH Parks
LBH Conservation Officer
LBH Nature Conservation
LBH Transportation
Alexandra Park & Palace Statutory Advisory Committee
Alexandra Palace Residents Association
Alexandra Palace
Alexandra Palace & Park CAAC Alexandra Park and Palace Charitable Trust Park
Natural England
Garden History Society

The following responses were received :

Internal:

1. Transport

No objections

2. Conservation

No objection: From a listed building point of view, the structure would be at a sufficient distance away from the listed building and would be hidden in the trees past the lake, as such it would have no impact on the listed building.

In terms of impact on the conservation area and the historic park, given its nature, the proposed structure would have minimal impact on the openness of the park and the setting of the conservation area. It would facilitate its original recreational use as Park and attract more visitors. This would be considered to enhance its significance and would be acceptable.

Overall, the proposed structure and use are in line with the recreational use of the Park and would have no impact on the setting of the listed building, the conservation area or the registered historic park. It is, therefore, acceptable.

3. Arboriculture

No objection: the Tree Officer is satisfied that the 'Go Ape' rope access system can be installed to minimise any damage to the trees. The annual inspections will ensure trees are monitored regularly and any detrimental impacts can be recorded and mitigated quickly. It is also stated that the annual inspections are to be carried out by John Harraway, who is an experienced and highly qualified Arboricultural Consultant.

4. Economic Regeneration

Request jobs are available to local residents.

5. Nature Conservation

Raises objections as a Phase 2 survey work for invertebrates has not be carried out. Seeks a full and detailed mitigation strategy as a Planning Condition.

External:

6. Historic England

Do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions

7. Natural England

No objections

8. London Wildlife Trust

Believe there will be significant adverse impacts on the habitat functionality for the area and will lead to disturbance particularly during the nesting season. It is likely that this part of the site will no longer support nesting birds, representing a significant impact on the LNR and SINC.

If the Council were minded to grant permission they recommend that an area is identified to provide woodland enhancements so that any habitat impacted by the development is appropriately mitigated for, as a condition of permission.

9. Alexandra Palace's Chief Executive

Support for the proposal.

10. Garden History Society

No comments received.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

0 Neighbouring properties
2 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: 89
Objecting: 80
Supporting: 9

5.3 The following local groups/societies made representations:

- Alexandra Palace & Park CAAC

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

- Commercial operation not in keeping with the park
- Will harm the ecology
- Will impact on neighbouring privacy
- Increased noise impact
- Harm to trees
- Parking impacts
- Increased litter

- Security concerns
- Support for the proposal

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Impact on the Metropolitan Open Land (MOL)
3. The impact on the Listed Building Conservation Area and Registered Park
4. The impact on the amenity of adjoining occupiers
5. Parking and highway safety
6. Design
7. Biodiversity and Trees
8. Local Employment

6.2 Principle of the development

6.2.1 Saved UDP Policy OS4 refers specifically to the Alexandra Palace and Park and states that proposals for Alexandra Park and Palace should:

- a) conserve and enhance the habitat and ecological value of the Park.
- b) preserve and enhance the special architectural and historic interest and setting of the Palace and the historic form and layout of the park land.
- c) facilitate the restoration of the fabric of the building.
- d) enhance the outdoor recreational, leisure and sports opportunities within the Park, having regard to the needs of a wide range of users including the need for passive recreation.
- e) provide a range of uses for the Palace, which complement the outdoor activities in the Park and complement as far as possible the function of Wood Green Metropolitan Town Centre.
- f) not involve unacceptable levels of traffic that cannot be accommodated on site.
- g) protect the amenity of local residential properties.

6.2.2 The pre submission draft of the Local Plan Site Allocations DPD is currently at pre-submission stage. As such the DPD is considered to be a material planning consideration that can be accorded some, although not the same, weight as the development plan. The document provides site specific guidelines to underpin the delivery of the spatial vision set out in the Local Plan.

6.2.3 The draft Site Allocations DPD designation for Alexandra Palace includes conservation of original facades, while enabling a range of uses, including but not limited to Hotel/restaurant, making use of the natural situation of the site including the protected view to St. Pauls and across London. The Council is seeking to ensure that viable ongoing uses for Alexandra Palace, and that works to enhance the structure, and surrounding parkland are continued.

6.2.4 The principle of the proposal is considered to be in line with these policies by enhancing the outdoor recreational and leisure opportunities available at the palace and therefore the proposal is acceptable in principle subject to detailed considerations.

6.3 Impact on the Metropolitan Open Land (MOL)

6.3.1 London Plan Policy 7.17 states that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Local Plan Policy SP13 'Open Space and Biodiversity' requires new developments to protect and improve Haringey's open spaces and states that all new development shall protect and enhance the borough's Green Belt, designated Metropolitan Open Land from inappropriate development.

6.3.2 Paragraph 90 of the (National Planning Policy Framework) NPPF lists the types of development which are appropriate in the Green Belt and MOL which includes the provision of appropriate facilities for outdoor recreation, as long as it preserves the openness of the MOL and does not conflict with the purposes of including land within it.

6.3.3 The proposal is for outdoor recreation and is considered to preserve the openness of the MOL and would not conflict with the purposes of MOL. The proposal would make use of the existing building on the site for reception and management purposes thus only requires the construction of the tower, platforms and ropes course structures. These would be open in their appearance and although tall in height they are not significant in their massing. They would therefore not result in urban sprawl within the MOL and the proposal is appropriate development within the MOL in accordance with paragraph 90 of the NPPF.

6.4 Impact on the Listed Building, Conservation Area and Historic Park

6.4.1 The application site has the potential to impact on a number of designated heritage assets as it lies within the Alexandra Park and Palace Conservation Area and a Registered Park and Alexandra Palace is a Grade II listed building.

6.4.2 There is a legal requirement for the protection of the Listed Building and Conservation Area and Historic Park. The Legal Position on the impact on these heritage assets is as follows, and Sections 66(1) and 72(1) of the Listed Buildings Act 1990 provide:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of

preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

“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 *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 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 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.

- 6.4.6 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. Emerging policy DM9 of the Development Management, Development Plan Document (2015) continues this approach.

Impact on the setting of the Listed Building

- 6.4.7 The proposed development would be over 100 metres from the Listed Building and sits much lower than the facade of the building so would not affect the setting of the listed building.

Impact on the Character and Appearance of the Conservation Area

- 6.4.8 The development is not significant in scale in relation to the surrounding park and the Conservation Area. The Palace itself is considered to be the dominant feature of the Conservation Area and the development would not affect its setting it is considered that the proposal would preserve the character and appearance of the surrounding Conservation Area and would not cause harm.

Impact on the Registered Park

- 6.4.9 English Heritage's designation document for the Registered Park and Garden notes that the main feature in the northern part of the park is the irregular boating lake which lies immediately north of the Palace. This was one of a series of ornamental pools formed by the damming of the stream which originally ran down the western boundary of the site. It notes that although the site has been subject to a number of alterations, the arrangement of the original path system can still be traced in most areas of the park.

- 6.4.10 The proposal is not considered to harm any of the important features of the registered park, it would sit close the boating lake but would not affect the landforms associated with it and would not impact on the setting of the Palace itself within the park which English Heritage note to be the "focus of the park". Therefore the proposal is considered to preserve the special historic interest of the Registered Park.

Conclusion

- 6.4.11 There is no harm to the setting of the Listed Building, the Conservation Area and Registered Park and the proposal would therefore satisfy the statutory duties set out in Sections 66 and 72 of the Planning (Listed Buildings and Conservation

Areas) Act 1990, and accord with 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 Impact on the amenity of adjoining occupiers

- 6.5.1 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 and the avoidance of air, water, light and 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.
- 6.5.2 Concerns have been raised from neighbouring residents in relation to increased noise levels and loss of privacy. With regard to noise, the applicant has carried out a noise survey of the existing Go Ape site at Delamere Forest to establish typical noise levels from the use of the course and measured existing background noise levels at the site and nearest neighbouring properties. The report notes that the only apparatus generating significant noise levels was confirmed as the zip lines, from the running noise of the zip wire mechanism and from participants' voices. The acoustic consultant has undertaken an initial noise prediction from the 4 proposed zip lines to the nearest residences in Vallange Road to the west and Alexandra Park Road to the north. These residences range from approximately 80-176m (Vallange Road) and 123-139m (Alexandra Park Road) from the nearest part of the zip wire runs. They have provided a worst-case noise prediction assuming a pessimistically high usage rate of 60 people/hour for each zip line (i.e. 240 per hour in total). They have also assumed that the zip lines will be in simultaneous use. For simplicity, no account has been made of any acoustic screening that may be provided by intervening topography, but which in reality will be present and which will attenuate noise to some degree. They note that in reality, noise levels are likely to be lower than predicted, as distances to residences will be greater to the more distant stretches of the zip wire runs and usage rates are expected to be significantly lower.
- 6.5.3 The report found that the predicted Laeq noise level (equivalent continuous noise level- used as the preferred parameter for all forms of environmental noise) accounting for the worst-case when the site is at capacity is below the pre-existing levels. This would typically result in a worst-case increase in the LAeq ambient noise level of up to 2 dB(A). A change in noise level of 10 dB(A) is generally perceived as a doubling or halving of the original sound level. A change of 3 dB(A) is the minimum change perceptible. The proposed development is therefore predicted to result in an imperceptible change in ambient noise level.

- 6.5.4 The cumulative noise level is predicted at 48 dB at the Vallange Road residences and 47 dB at the Alexandra Park Road residences. This is better than the recommended range of 50-55 dB for residential gardens provided by BS8233. The Council's Environmental Health – Noise Officer is satisfied that the noise levels will not adversely affect nearby residents. The proposal is therefore considered to have no significant noise impact on neighbouring properties. The proposed development will not change the noise character of the area, as Alexandra Park is an established source of recreational and people noise.
- 6.5.5 With regard to the impact on neighbouring privacy the proposed roped course would be some 50 metres from the boundary with the nearest residential property on Alexandra Park Road at the closest point and some 60 metres from the nearest property on Valance Road at the closest point. The proposed platforms would be 12 metres at the highest point. Given the significant distance between the closest platforms and the boundary with residential gardens the proposal would afford very limited views into neighbouring properties. The proposal is therefore considered to have no material impact on neighbouring privacy.
- 6.5.6 Overall the proposal is considered to have no material impact on neighbouring amenity.

6.6 Transport and Parking

- 6.6.1 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.
- 6.6.2 Concerns have been raised both in relation to quantum of parking provided with concerns that there is both too little and too much parking provided and the impacts on the surrounding highways.
- 6.6.3 The Council's Transportation and Highways Team has been consulted and advises that the site has a Public Transport Accessibility Level (PTAL) that ranges from 0 to 5 and is served by Alexandra Palace rail station and the W3 and 184 bus routes. These bus services offer a two-way frequency of 36 buses hour and provide frequent access to Wood Green underground station.
- 6.6.4 The proposal is capable of catering for a maximum of 130 participants at any given time. Participants will have the choice of taking part in one of two courses lasting either 3 hours or 1 hour in duration. The 1 hour experience is primarily designed to cater for children typically between the ages of 6-12 and therefore participants are normally accompanied by others who are not taking part in the activity.

- 6.6.5 The applicant has produced a Traffic and Parking statement in order to support the application. The assumptions within the report are based on survey data taken from operational GO Ape sites within Greater London. The report separates traffic and parking demand for the 3 hour and 1 hour activities in order to capture the total level of traffic generation and parking demand for each of the two courses. For robustness the report assumes that each car will be parked on-site for the duration of the course and will therefore require a parking space. The report therefore links the expected level of traffic generation with parking demand.
- 6.5.6 The survey data for relating to the 3 hour experience suggests that approximately 20% of visitors (2 cars for every 10 customers) travel to the site using private vehicles. Given that the site can cater for 15 participants every 30 minutes, it can be concluded that if operating at full capacity the maximum number of participants for this course is 90. Even taking this worst case scenario into account this element of the business is likely to generate a maximum additional parking demand of 18 spaces based on the above ratio.
- 6.5.7 In relation to the 1 hour experience, The Transportation Team has noted the results based on survey data taken from the most comparable site in Trent Park, London. Although the data suggests that this element of the business would generate a parking demand 12.8 cars, it is accepted that many of the vehicles travelling to the site would have multiple occupants as suggested in the supporting transport statement. Further survey data suggests that 56% of individuals attending the 1 hour course had planned to visit the area regardless of their booking. If applying this percentage it is concluded that this element of the business is likely to generate 6 car visits.
- 6.5.8 There will be a full-time equivalent of 21 members of staff. However, a maximum of just 12 members of staff are likely to be present on any given day. Using a first principle method based on ONS Census data for the borough the proportion of individuals arriving to work by car is likely to be in the region of 13%. Applying this percentage to the maximum number of staff present, it is considered that this element of the business is likely to generate a demand for 1.56 or 2 parking spaces.
- 6.5.9 The Traffic and Parking statement highlights the fact that Alexandra Palace Park benefits from 1200 unrestricted on-site parking spaces. Given that the development would generate a maximum demand of 26 parking spaces during its peak operational hours, which is just 2% of the available spaces. It is therefore considered that the additional parking demand can comfortably be catered for on-site.
- 6.5.10 Given the nature of the activity and the fact that session start times are staggered for each group consisting of up to 15 participants on each course, it is considered

that the operation of the business is unlikely to have any significant impact to the surrounding road network during the AM and PM peak hours. The survey results indicate that the proposal would result in a comparatively low hourly increase in traffic generation and it is considered that there is sufficient car park capacity within Alexandra Palace Park to cater for the additional parking demand. It is therefore considered that the proposed development would not have a significant impact upon the operation of the highway and transportation network in the local area.

6.8 Biodiversity and Trees

- 6.8.1 The site is designated a Site of Nature Conservation (SINC) Borough Grade I. London Plan Policies and Local Plan Policy 7.19 SP13 and Draft DM Policy DM19 state 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).
- 6.8.2 With regard to trees Saved 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.

Biodiversity

- 6.8.3 The applicant has provided a Preliminary Ecological Appraisal that comprised a Phase 1 habitat survey, protected species assessment and ground level tree assessment for bats. The assessment found that the the habitats on site largely comprised semi-improved broad-leaved woodland, scattered trees, amenity grassland, semi-improved grassland and scattered scrub. One tree on site (TN1) was assessed as having low potential to support roosting bats. This tree will not be impacted under current proposals, therefore further investigation relating to bats is not necessary. □ All other trees within the survey boundary were assessed as having negligible potential to support roosting bats. The site had high potential to support breeding birds. The site was considered unlikely to support any other protected species on account. Several ecological enhancement measures are recommended.
- 6.8.4 Natural England has been consulted and raises no objections, the Council's Nature Conservation Officer notes that the appraisal recommends that an outline Ecological Impact Assessment is undertaken and that Phase 2 survey work for invertebrates is conducted. He has raised concern that permitting the development prior to the submission of these documents would pre-empt their findings. This noted, however the applicant's ecologist has advised that any likely impact on invertebrates will not fundamentally impact on the layout or

design of the proposal and will only influence the mitigation works. It is therefore considered acceptable to condition that this work be carried out and the mitigation works take the findings into account.

- 6.8.5 The London Wildlife Trust has also raised concerns around the loss of bird nesting habitat. To offset the loss of nesting habitat the condition relating to mitigation will specifically require replacement nesting areas. Therefore subject to a condition requiring the applicant to follow the recommendations of its ecological appraisal and also provide bird nesting habitat the proposal is considered to make a positive contribution to the protection, enhancement and management of biodiversity and the SINC.

Impact on trees

- 6.8.6 In relation to the impact on trees the applicant has provided a method statement which sets out that the platforms are secured to the trees by means of a brace with a platform sitting on top rather than nailed or screwed to the trees. Protective battens are installed between the wire ropes and the trees to ensure these do not damage the trees. These can also accommodate trees growth and be adjusted accordingly.

- 6.8.7 The Council's tree officer is satisfied that the 'Go Ape' rope access system can be installed to minimise any damage to the trees. The annual inspections will ensure trees are monitored regularly and any detrimental impacts can be recorded and mitigated quickly. It is also stated that the annual inspections are to be carried out by an experienced and highly qualified Arboricultural Consultant. A condition can be imposed to ensure that works are carried out and monitoring in accordance with the method statement. The proposal is therefore considered to be in accordance with policy and is acceptable in this regard.

6.10 Local Employment

- 6.10.1 A condition has been attached requiring that Go Ape works with the Council to ensure that employment and training opportunities are provided by the construction process and post occupation to assist the local employment aims for the area. This is supported by London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9.

6.11 Conclusion

- 6.11.1 The proposal is acceptable in principle as it would enhance the outdoor recreational, leisure and sports opportunities within the Park. The proposal is considered to be appropriate within the MOL as it would not impact on the openness of the MOL or result in urban sprawl and is unlikely to impact on protected species and through proposed mitigation measures is considered to

make a positive contribution to the protection, enhancement and management of biodiversity and the SINC.

6.11.2 The proposal would not impact on the amenity of neighbouring residents nor have an adverse impact on the surrounding transport network. The proposal will provide employment and training opportunities during the construction process and post occupation which in partnership with the Council's Economic Development Team will improve the opportunities for unemployed local residents.

6.11.3 Overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.

6.11.4 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

6.12 CIL

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) BW1 532437-14915-220915, BW1 532437-14915-220915, Appendix 1 to 10 inclusive, Desgn Access Statement, Preliminary Ecological Appraisal, Tree Method statement & Impact on traffic and parking report

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:

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

- 3) The use hereby permitted shall not be operated before 08:00 hours or after 21:00 hours at anytime.

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.

- 4) Should the Go Ape operations cease on site the structures must be removed (and the land restored to its former condition) by or within three months of the cessation of operations.

Reason: To restore the site back to its original appearance, in the interest of a tidy site within this historic park and conservation area, to accord with Local Plan Policy SP12.

- 5) No development shall take place until an Ecological Impact Assessment phase 2 survey work for invertebrates has been conducted and a full and detailed mitigation strategy (in accordance with the findings of the survey work and the ecological appraisal report) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter. The mitigation shall include habitats for breeding birds and an educational resource such as interpretation panels and a schools pack highlighting the value of the trees as a habitat.

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.

- 6) Go Ape shall commit a named individual to participate in the Jobs for Haringey Initiative by working in partnership with the Assigned Officer to meet the requirements of the Jobs for Haringey Initiative during the operation of the development to ensure that employment and training opportunities including jobs and apprenticeships arising from the Development post will be available to residents of the administrative area of the Council.

Go Ape shall will designate a named contact to liaise with the Haringey Employment and Recruitment Partnership's lead contact to ensure efficient management and supply of local Council residents for employment and training opportunities post Implementation of the Development and the Haringey Employment and Recruitment Partnership will provide and prepare said Council residents for all employment and training opportunities and will be the sole conduit for any recruitment assessment screening testing and application support arrangements.

Reason: In order to ensure that the scheme provides employment opportunities within the Borough and for the local community.

- 7) The development hereby permitted shall be built in accordance with the Method statement – ‘Attaching the Go Ape Course to Trees’ and retained and monitored thereafter in perpetuity.

Reason: To ensure that the development will not harm the health or longevity of the existing tree on the site in accordance with Saved UDP (2006) Policy OS17.

Informatives:

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

INFORMATIVE :

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

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

INFORMATIVE: All tree works shall be undertaken by a qualified and experienced tree surgery company and to BS 3998:2010 Tree work - Recommendations.

INFORMATIVE: Countryside and Rights of Way Act 2000

The applicant is advised that a tree may provide a habitat for plants and wildlife protected under the Countryside and Rights of Way Act 2000 especially where trees are dead or dying or if works are carried out during the nesting season.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Conservation Officer	<p>No objection: From a listed building point of view, the structure would be at a sufficient distance away from the listed building and would be hidden in the trees past the lake, as such it would have no impact on the listed building.</p> <p>In terms of impact on the conservation area and the historic park, given its nature, the proposed structure would have minimal impact on the openness of the park and the setting of the conservation area. It would facilitate its original recreational use as Park and attract more visitors. This would be considered to enhance its significance and would be acceptable.</p> <p>Overall, the proposed structure and use are in line with the recreational use of the Park and would have no impact on the setting of the listed building, the conservation area or the registered historic park. It is, therefore, acceptable.</p>	Noted
Trees Officer	<p>No objection: the Tree Officer is satisfied that the 'Go Ape' rope access system can be installed to minimise any damage to the trees. The annual inspections will ensure trees are monitored regularly and any detrimental impacts can be recorded and mitigated quickly. It is also stated that the annual inspections are to be carried out by John Harraway, who is an experienced and highly qualified Arboricultural Consultant.</p>	Noted

Stakeholder	Question/Comment	Response
<p>Transportation</p>	<p>The application site is located within Alexandra Palace Park, which caters for a number of leisure uses. The site has a Public Transport Accessibility Level (PTAL) that ranges from 0 to 5 and is served by Alexandra Palace rail station and the W3 and 184 bus routes. These bus services offer a two-way frequency of 36 buses hour and provide frequent access to Wood Green underground station.</p> <p>The proposal involves the creation of a high rope adventure course, which is capable of catering for a maximum of 130 participants at any given time. Participants will have the choice of taking part in one of two courses lasting either 3 hours or 1 hour in duration. The 1 hour experience is primarily designed to cater for children typically between the ages of 6-12 and therefore participants are normally accompanied by others who are not taking part in the activity.</p> <p>The applicants have produced a Traffic and Parking statement in order to support the application. The assumptions within the report are based on survey data taken from operational GO Ape sites within Greater London. The report separates traffic and parking demand for the 3 hour and 1 hour activities in order to capture the total level of traffic generation and parking demand for each of the two courses. For robustness the report assumes that each car will be parked on-site for the duration of the course and will therefore require a parking space. The report therefore links the expected level of traffic generation with parking demand.</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>The survey data for relating to the 3 hour experience suggests that approximately 20% of visitors (2 cars for every 10 customers) travel to the site using private vehicles. Given that the site can cater for 15 participants every 30 minutes, it can be concluded that if operating at full capacity the maximum number of participants for this course is 90. Even taking this worst case scenario into account this element of the business is likely to generate a maximum additional parking demand of 18 spaces based on the above ratio.</p> <p>In relation to the 1 hour experience, we have noted the results based on survey data taken from the most comparable site in Trent Park, London. Although the data suggests that this element of the business would generate a parking demand 12.8 cars, it is accepted a many of the vehicles travelling to the site would have multiple occupants as suggested in the supporting transport statement. Further survey data suggests that 56% of individuals attending the 1 hour course had planned to the visit the area regardless of their booking. If applying this percentage it is concluded that this element of the business is likely to generate 6 car visits.</p> <p>There will be a full-time equivalent of 21 (FTE) members of staff. However, a maximum of just 12 members of staff are likely to be present on any given day. Using a first principle method based on ONS Census data for the borough the proportion of individuals arriving to work by car is likely to be in the region of 13%. Applying this percentage to the maximum number of staff present, it is considered that this element of the business is likely to</p>	

Stakeholder	Question/Comment	Response
	<p>generate a demand for 1.56 or 2 parking spaces.</p> <p>The Traffic and Parking statement highlights the fact that Alexandra Palace Park benefits from 1200 unrestricted on-site parking spaces. Given that the development would generate a maximum demand of 26 parking spaces during its peak operational hours, which is just 2% of the available spaces. It is therefore considered that the additional parking demand can comfortably be catered for on-site.</p> <p>Given the nature of the activity and the fact that session start times are staggered for each group consisting of up to 15 participants on each course, it is considered that the operation of the business is unlikely to have any significant impact to the surrounding road network during the AM and PM peak hours. The survey results indicate that the proposal would result in a comparatively low hourly increase in traffic generation and it is considered that there is sufficient car park capacity within Alexandra Palace Park to cater for the additional parking demand.</p> <p>We have therefore concluded that the proposed development would not have a significant impact upon the operation of the highway and transportation network in the local area. Therefore, the highway and transportation authority does not wish to object to the proposal.</p>	
Economic Regeneration	Seek a commitment to work with our Haringey Employment and Skills Team on recruitment to the vacancies identified in the application form.	Noted a condition has been attached to ensure jobs a secured for local people.
Nature Conservation	The application form submitted with this proposal (dated	Noted, although it is recommended that

Stakeholder	Question/Comment	Response
<p>Officer</p>	<p>01/10/15) fails to identify under section 13 Biodiversity & Geological Conservation that there is a reasonable likelihood of protected and priority species, and designated sites, important habitats or other biodiversity features being affected adversely or conserved and enhanced within the application site and on land adjacent to or near the application site. This is despite the applicant having commissioned and received a Preliminary Ecological Appraisal dated 01/06/15 which identifies the site as a Site of Importance for Nature Conservation (SINC) and a Local Nature Reserve (LNR). The report also states that the site has high potential to support breeding birds and that all nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended).</p> <p>The Preliminary Ecological Appraisal recommends that an outline Ecological Impact Assessment is undertaken and that Phase 2 survey work for invertebrates is conducted, neither of these reports has been submitted with the Planning application. It is my opinion that until these surveys have been conducted and subsequent reports submitted that the application should be refused. To permit the development prior to the submission of these documents would pre-empt their findings.</p> <p>Whilst the Preliminary Ecological Appraisal recommends both mitigation and ecological enhancements the proposals are currently insufficient in scale and detail particularly with regard to the likely impact to habitat for breeding birds, and they cannot of course include any necessary proposals regarding invertebrates as the</p>	<p>further survey work be carried out the impact on invertebrates will not fundamentally impact on the layout or design of the proposal and will only influence the mitigation works. It is therefore considered acceptable to condition that this work be carried out and the mitigation works take the findings into account.</p>

Stakeholder	Question/Comment	Response
	<p>recommended survey work does not appear to have taken place.</p> <p>However, should the proposal be approved a full and detailed mitigation strategy needs to be produced in agreement with the Council's Nature Conservation Officer as a Planning Condition. This needs to include signed agreements with the Manager of Alexandra Park detailing long term management commitment and responsibilities for both the duration of the course construction and its period of operation. This will ensure compliance with Haringey Council's Strategic Policy SP13 Open Space and Biodiversity.</p> <p>Preliminary discussions highlighted the need to provide an educational resource such as interpretation panels and a schools pack highlighting the value of the trees as a habitat in line with LNR principals and SINC criteria and should be incorporated into the proposals.</p>	
EXTERNAL		
Historic England	On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are enclosed.	Noted.
Natural England	<p>Statutory nature conservation sites – no objection Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.</p> <p>Protected species We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>protected species.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p> <p>Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006</p> <p>The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'</p> <p>Local sites</p>	

Stakeholder	Question/Comment	Response
	<p>If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p> <p>Sites of Special Scientific Interest Impact Risk Zones The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on “Development in or likely to affect a Site of Special Scientific Interest” (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website</p>	
London Wildlife Trust	<p>We want to alert you to the habitat impacts of the proposal for a new High Ropes Course. We would object to any works that are likely to damage the interest and/or reduce the functionality of any wildlife habitat, given the site is a statutory Local Nature Reserve and a Site of Borough Importance for Nature Conservation.</p> <p>We believe, from the submitted documentation, there will be significant adverse impacts on the habitat functionality for the area subject to the proposal. Operation of the high ropes course, planned principally from spring to autumn, will lead to disturbance particularly to during the</p>	<p>Noted, the Council’s Nature Conservation Officer does not raise concerns around the impact on birds. Ecological enhancements are proposed although none specifically relate to birds this can be part of a condition requiring mitigation and enhancement.</p>

Stakeholder	Question/Comment	Response
	<p>nesting season. It is likely that this part of the site will no longer support nesting birds, representing a significant impact on the LNR and SINC.</p> <p>We recognise that Natural England have not objected to the proposal, although this is based on their scope of comments in respect of statutorily designated sites – and doesn't reflect the local nature conservation importance of the Park. We – and the applicant – recognise that habitat and species it supports will be damaged as part of this application. We believe the Council, under Strategic Policy 13 Open Space and Biodiversity (Haringey Local Plan, 2013), has grounds to reject the application.</p> <p>If, however, the Council were minded to grant permission London Wildlife Trust recommends that an area within Alexandra Park be identified to provide woodland enhancements so that any habitat impacted by the development is appropriately mitigated for, as a condition of permission. This should be based on the Park's existing management plan objectives, with reference to the borough's Biodiversity Action Plan.</p> <p>In addition site preparation and construction would need to accord to legislation, especially the Wildlife & Countryside Act 1981 (as amended), to prevent disturbance to nesting birds and roosting bats. Appropriate surveys would need to undertaken at the appropriate time prior to commencement of works to ensure the site is not in us by such species.</p>	

Stakeholder	Question/Comment	Response
	<p>We also recommend that efforts are undertaken by the applicant to ensure that managers of the rope course are required to raise awareness about the importance of the Park's wildlife habitats and Local Nature Reserve functions.</p>	
<p>Alexandra Palace- Chief Executive</p>	<p>Consider the activities offered by Go-Ape are in keeping with the purpose of the charitable assets and range of recreational activities that we have provided in the past and continue to provide.</p> <p>Are confident that the impact of this facility has been design to have minimal impact on the Park's habitat and ecology.</p> <p>Feel that the level of noise impact from the activity is in keeping with the rest of the parkland's activities and its suburban environment.</p> <p>We listened to a range of opinions before making our decision which resulted in the plans being adapted to take into account the opinions of our own experts and wider stakeholders.</p>	<p>Noted.</p>
<p>Garden History Society</p>	<p>No comments</p>	
<p>NEIGHBOURING PROPERTIES</p>		
	<p>Impact on the Park</p> <ul style="list-style-type: none"> • Not in-keeping with the park • A commercial venture is not appropriate for the park and will change its nature • Increase visitor levels will result in noise and litter 	<p>As set out under heading 6.2 the proposal is in accordance with Development Plan Policy for the site.</p> <p>Policy seeks to increase visitor numbers, litter will be a management issue for the</p>

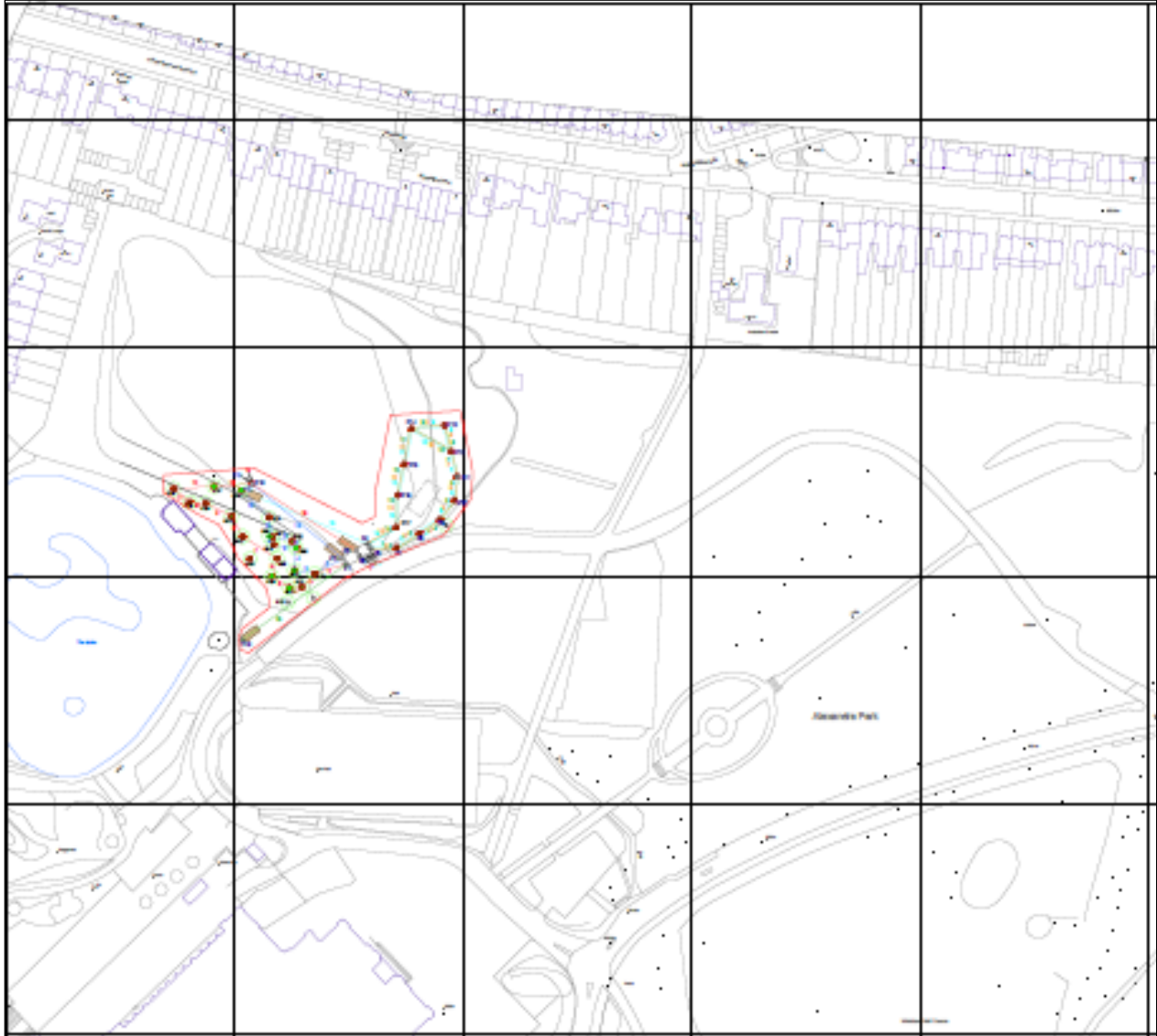
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The park should be protected from building • The proposal will remove a safe and secluded area • The site one of the remaining tranquil areas of the park • Alexandra Park Road is already under pressure • The proposal will impact on others enjoyment of the park <p>Impact on trees</p> <ul style="list-style-type: none"> • The baton system would still cause harm to trees • The proposal involves felling trees which are a health and safety risk which is unacceptable • The trees are not mature enough to make the ropes course <p>Impact on neighbouring properties</p> <ul style="list-style-type: none"> • The proposal will provide views into neighbouring properties harming privacy • The site does not have sufficient trees to protect privacy • Noise will impact on neighbouring properties • The 12.5 metre high platforms will enable views into the surrounding gardens and windows <p>Ecology</p> <ul style="list-style-type: none"> • Will disturb the deer and wildlife • The habitat survey cannot guarantee there are no bats in other trees • The proposal will impact on the wildfowl which use 	<p>park to address</p> <p>The proposal does not propose new buildings and is in accordance with policy in relation to Metropolitan Open Land Local Plan Policy seek to increase activity throughout the park while preserving neighbouring amenity and biodiversity of the park this proposal is considered to comply with these policies.</p> <p>Officers are satisfied that the proposal provide adequate protection to the trees on site.</p> <p>The impact on neighbouring properties is addressed under hearing 6.5</p> <p>The impact on ecology is considered under heading 6.8. Subject to suitable mitigation the impact is considered acceptable. Works</p>

Stakeholder	Question/Comment	Response
	<p>the boating lake including a small Pochard population</p> <ul style="list-style-type: none"> • Disruption to hedgehogs <p>Noise</p> <ul style="list-style-type: none"> • Supporting evidence for the noise assessment is not submitted <p>Other concerns</p> <ul style="list-style-type: none"> • Increase in traffic will impact on road safety • The proposal can only be used by those who can afford to pay • Little or no income will go to the community • Will the owners ensure that people are unable to access the structure once closed? • Neighbours were not notified • This proposal was not included in public consultation on future uses of the park • Lack of waste storage • There are no toilets or rest facilities <p>Support</p> <ul style="list-style-type: none"> • The proposal will enhance the appeal of the park • The investment is overdue and welcome • The current amenities are outdated • Go Ape are a considerate and responsible company who will add to the local area 	<p>will be carried out in accordance with other legislation in relation to protected species.</p> <p>The noise report have been considered by the Council's Environmental Health Officer and considered acceptable.</p> <p>The impact on traffic and parking is set out under heading 6.7 This is not a material planning consideration This is not a material planning consideration. The proposal includes measures to ensure it cannot be used outside of operating hours Notification was carried out in accordance with the Council's SOCI, site notices and press adverts were posted. This is not a material planning consideration This is a management issue for the park to address. Facilities are available in the Palace.</p> <p>Noted.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • This will generate more visitors to the park and revenue to the neighbourhood • Would love to see Go Ape in Alexandra Palace • The site is well supported by transport links • Go Ape is a brilliant idea and does not obstruct public access to the area underneath 	
Alexandra Palace & Park CAAC	<p>Do not object and do not welcome it. Concern that there is a risk of an adverse impact on the conservation area A temporary consent should be given and reviewed after 1 year</p>	Noted

Appendix 2 Plans and Images

Location Plan



Existing site – Looking south west along the path towards the Palace



Existing site – Looking south west towards the Palace



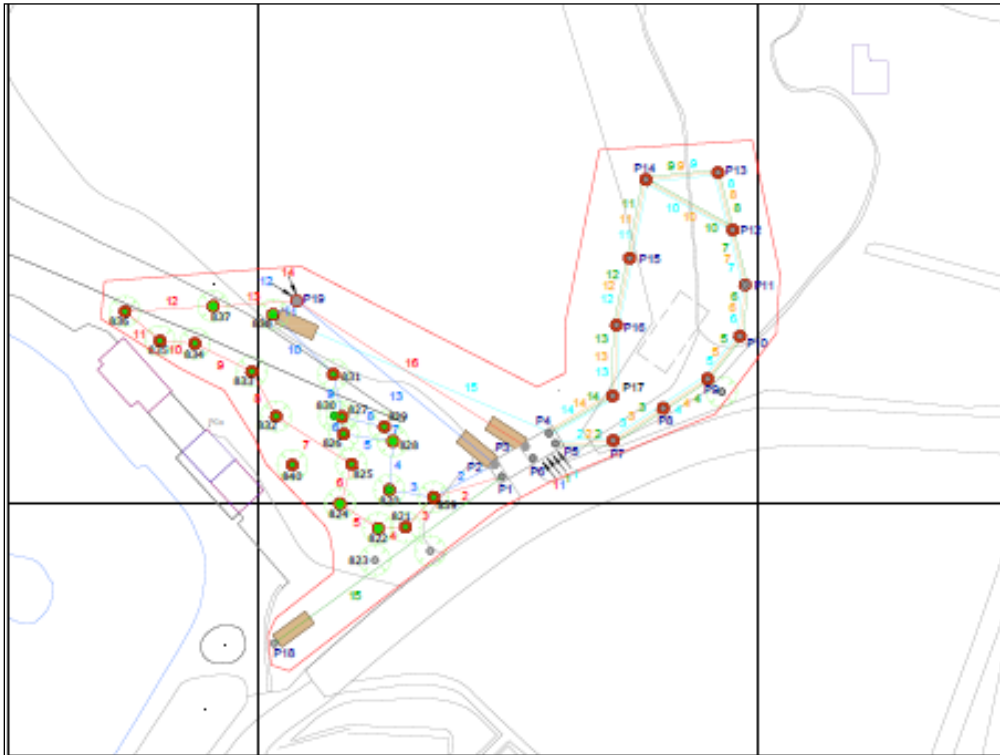
Existing site – Looking north west away from the Palace



Existing building



Proposed Site Layout



Example of 'sacrificial battens'



Example of tree top platform



Example of crossings



Example of zip wire



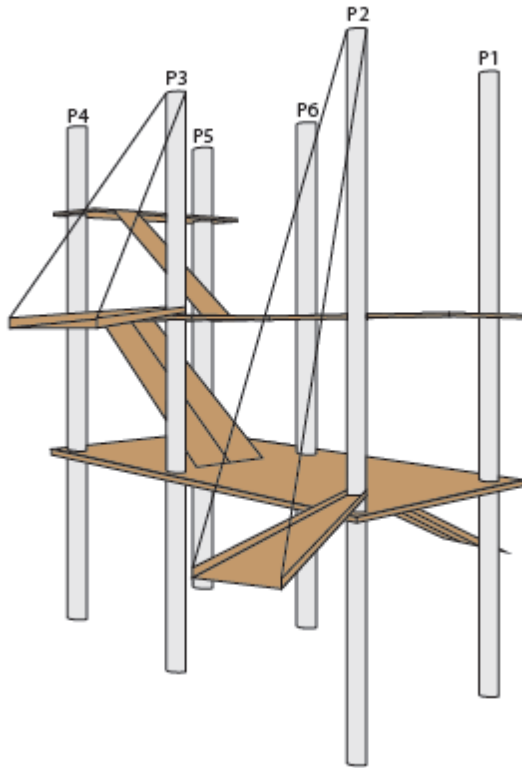
Example of landing site



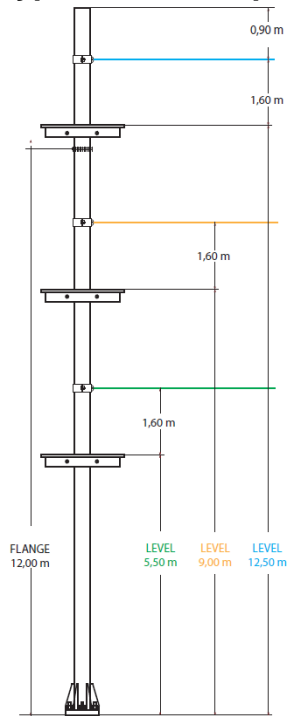
Example of 'Go Ape' course



Proposed access tower



Typical elevated platform layout



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Planning Sub Committee 14/03/2016

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

APPLICATION DETAILS

Reference No: HGY/2015/3102

Ward: Tottenham Hale

Address: 624 High Road N17 9TL

Proposal: Minor Material amendment to planning permission HGY/2009/1532 for (42 mixed tenure residential units and 1 commercial unit) for reconfiguration of the proposed units; changes to mix and tenure; reconfigured and relocated entrance arrangement; design changes to the frontage; relocated refuse storage; omission of green roof and revised energy strategy; increased top floor terraces and removal of planter; window pattern, entrance canopy and rear stone surround amendments.

Applicant: One Housing Group

Ownership: Private

Case Officer Contact: Samuel Uff

Date received: 21/10/2015

Drawing number of plans: PL-02 Rev P2; PL-03 Rev P2; PL-05 Rev P2; PL-06 Rev P2; PL-07 Rev P2; PL-11 Rev P2; PL-13 Rev P1; PL-20 Rev P2; PL-21 Rev P2; PL-22 Rev P2; and PL-01 Rev P4; PL-04 Rev P3; PL-10 Rev P4; PL-12 Rev P2; PL-30 Rev P2; PL-31 Rev P2; PL-32 Rev P2; PL-33 Rev P2; PL-34 Rev P2; PL-35 Rev P2; PL-36 Rev P2; PL-37 Rev P2; PL-40 Rev P1.

1.1 This is a Section 73 (minor alteration) for a major application HGY/2009/1532.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The design changes are acceptable and create a more coherent appearance.
- The impact of the development on the amenity of surrounding residents and occupiers is acceptable and is not significantly greater than the previous planning permission.
- There would be no significant impact on parking and the proposed cycle parking provision has been improved.
- The viability study justifies the reduction in affordable housing provision.

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 16/03/2016 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) Boundary treatment
- 5) Landscaping scheme
- 6) Lifetime homes
- 7) Demolition management plan
- 8) Site waste management plan
- 9) Remove PD right – no aerials / satellite dishes

Informatives

- 1) Hours of construction
- 2) Party Wall Act
- 3) Street Numbering

Section 106 Heads of Terms:

- 1) Affordable housing contribution;
 - 2) Review of affordable housing;
 - 3) Car club membership and payment;
 - 4) Carbon offsetting contribution.
- 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 car club funding and membership, 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 (1) above to secure the obligations specified therein.

CONTENTS

- 3.0 BACKGROUND, 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

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 Background: The original scheme on the site - reference HGY/2009/1532 was granted permission at Planning Committee in January 2010. The permission was implemented and substantially developed prior to the developers going bankrupt. Since that time the building has been left incomplete and uninhabited and One Housing Group have bought the site and are seeking to amend the proposal to ensure completion of the development.
- 3.1.2 Accordingly this section 73 planning application proposes minor material amendments to a previous planning permission for the site – reference HGY/2009/1532 (through the provisions of Section 73 of the Planning Act). This section 73 planning application proposes the same number of residential units (42) as the previous consented scheme - HGY/2009/1532, but due to a problematic history of the site and the loss of affordable housing grant, this section 73 planning application seeks planning permission for a reduction in and change of mix of affordable housing units and design changes to the building, which are summarised as follows:
- 3.1.3 The permission HGY/2009/1532 was granted for 14 social rented units, 4 shared ownership units and 30 market housing units. This section 73 planning application now proposes 12 shared ownership units and 30 market housing units. This would comprise of 2x1 bed; 6x2 bed; 3x3 bed and 1x4 bed units, located across all four storeys of the building.
- 3.1.4 Relocation of the entrance to core 1 - sited toward the High Road end of the Scotland Green elevation.
- 3.1.5 Balconies previously proposed on the Scotland Green elevation have now been enclosed to improve privacy to these units, whilst inset balconies have also been proposed to two units.
- 3.1.6 The roof terrace arrangement has been altered to remove a planting area.
- 3.1.7 The recessed top floor is proposed to be all dark render, as opposed to the mixed palette of materials previously approved.
- 3.1.8 The window arrangement would be altered in this elevation, but would remain in approximately the same location as those approved.
- 3.1.9 The refuse storage area, accessed from Scotland Green, has been moved to the rear of the building.

- 3.1.10 The main design change in the rear elevation would be the change of materials, from full render to a mix of brick and render, which would closer match the frontage.
- 3.1.11 Canopies have been added to the rear entrances of the ground floor units, creating improved access to the rear gardens of these units.
- 3.1.12 Parking provision would retain the 12 spaces previously approved and an amended cycle storage area would have provision for 72 bicycles.
- 3.1.13 The green roof previously approved was not incorporated in the as built scheme and is omitted from this proposal due to the significant cost implication of its inclusion and an acceptance from drainage officers that this is non-essential.

3.2 Site and Surroundings

- 3.2.1 The site, the subject of this section 73 planning application, previously contained the job centre office known as 'Scotland House'; located at 624 High Road. The building was demolished and construction of a four storey residential building granted permission in 2010 – planning permission reference - HGY/2009/1532, has been substantially constructed. However, the building has not been completely built out and is not occupied.
- 3.2.2 The site is outside any of the designated Conservation Area, but the area immediately to the south of the site lies within Scotland Green Conservation Area. The surrounding area is mixed residential and commercial, characterised by Victorian terraced houses, blocks of flats and commercial frontages on the High Road and Scotland Green. It is well located for public transport with several bus links and Bruce Grove & White Hart Lane British Railway line within close proximity.

3.4 Relevant Planning and Enforcement history

- 3.4.1 HGY/2009/1532 GTD 07-12-09 624 High Road London Retention of the existing structural frame comprising Scotland Green House, rebuilding of the front and rear elevations, adding a fourth storey to the existing building and erection of a new four storey building to the front of the site to provide 42 residential units and one commercial unit.
- 3.4.2 HGY/2011/0350 GTD 28-06-11 624 High Road London Approval of details pursuant to condition 3 (samples of materials) condition 13 (annotated and dimensioned elevations) and condition 15 (elevation drawings) attached to planning permission HGY/2009/1532

- 3.4.3 HGY/2011/0470 GTD 03-10-11 624 High Road London Approval of details pursuant to condition 6 (energy strategy / sustainability) attached to planning reference HGY/2009/1532
- 3.4.4 HGY/2011/0579 GTD 17-10-11 624 High Road London Approval of details pursuant to conditions 4 (scheme for treatment of the surroundings), 5 (scheme depicting hard landscaping), 7 (boundary to High Road) and 14 (boundary to High Road) attached to planning reference HGY/2009/1532
- 3.4.5 HGY/2014/2588 GTD 10-11-14 624 High Road London Approval of details pursuant to condition 9 (provision of refuse and waste storage) attached to planning permission HGY/2009/1532
- 3.4.6 HGY/2014/2637 GTD 10-11-14 624 High Road London Approval of details pursuant to condition 16 (Wheelchair housing units) attached to planning permission HGY/2009/1532.
- 3.4.7 HGY/2014/2949 GTD 01-12-14 Approval of details pursuant to condition 11 (central dish/aerial system) attached to planning permission HGY/2009/1532

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Housing Renewal Service
- LBH Building Control
- LBH Design Officer
- LBH Conservation Officer
- LBH Transportation
- LBH Drainage
- LBH Pollution
- LBH Carbon Management Team

4.2 The following responses were received:

4.3 Internal:

- 1) Design Officer:

The changes are considered to generally preserve the aesthetic of the original planning permission for the development. The reversion to two brick types within the construction of the building is encouraged, as is the use of white and grey render, in place of the terracotta shade currently in place. The two brick types would be a plain buff and a harsher, speckled light brick, which are both considered acceptable. The render should be set back from the brick surface, to give clear contrast. The entrance arrangement to

entrance of core one as amended is welcomed and creates an improved residential appearance.

The enclosing of the balconies is not considered to have a significant impact on the appearance of the front facade of the building as a whole. Details of tree planting and landscaping will be required by condition. The reasoning for the loss of the planters and sedum roof on the original scheme are considered to be reasonable in design terms - the reasoning being that the planters could not be maintained in the narrow strip and that increased terraces would be more beneficial to these top flats.

Brick and render mix to the rear is considered to be suitable, but less important than in the Scotland Green elevation. The use of render throughout the top floor in Scotland Green elevation is considered to be a simplified and preferable choice of material.

2) Conservation Officer

Having reviewed the previous application and the revised drawings, it is considered the minor revisions are an improvement to the approved scheme and would enhance the setting of the Scotland Green Conservation Area as well as North Tottenham Conservation Area.

3) Transport

Site has PTAL of 6 (very good). Use of sustainable modes of transport is likely for majority of journeys.

Proposal will retain the 12 on-site parking spaces and 42 units.

Refuse collection will not be affected.

The three secured storage areas capable of storing 72 bicycles is in line with standards set out within the London Plan (FALP).

The amended proposal is unlikely to have a significant impact upon surrounding highway.

S106 obligations:

- One and two bedroom flats to be “car free” – no permits will be allowed for those units. Cost of £1000 required for amended the relevant Traffic Management Order.
- Residential travel plan must be secured to maximise use of sustainable traffic modes including - induction pack, car club membership for 2 years, £3,000 for monitoring the travel plan for 5 years.

4) Waste Management:

No objection.

5) Carbon Management:

The scheme delivers a 20% improvement beyond building regulations. The London Plan policy in 2010 required that all major development had to achieve a 25% reduction in carbon emissions beyond building regulations 2010. The applicant has submitted data using the 2010 building regulations and quoted the policy 5.2 of the London Plan. Therefore I agree with the applicant that this is the correct regulatory window and captures the policy requirements at the time. Under this requirement 2.89 tonnes at a cost of £7,803 needs to be offset.

In 2013 the London Plan policy stepped up the carbon reduction requirements, and all new development are now required to deliver a 40% improvement on top of 2010 building regulations. If this was the case the developer would be required to offset 11.56 tonnes at a cost of £31,212.

6) Drainage Team

In principle it is acceptable for a connection to the culverted watercourse, however, as the proposed development is within 8m of the main river (Moselle Brook) the developer is required to make an application to the Environment Agency for FDC (Flood Defence Consent). This is the only issue that required resolving if it hasn't already been resolved.

7) LBH Housing Renewal Service:

The proposed development seeks to provide a 28% affordable housing scheme and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50% by habitable rooms.

The scheme does not comply with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.

The Council will seek 70% intermediate and 30% /affordable rent housing with a recommended mix for affordable rent housing of 15% 1beds, 43% 2beds and 32% 3beds and 10% 4 beds; for private sale and intermediate tenure mix of 20% 1beds, 50% 2beds, 25% 3beds and 5% 4beds or more.

There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local Plan policies promote higher proportions of market sale/ intermediate housing in this part of the borough. The proposed mix and type of affordable housing (largely private sale and shared ownership) will ensure a more sustainable, balanced and less transient community.

The council requires 10% of all new residential developments across all tenures to be fully wheelchair accessible to ensure a housing choice for disabled residents

The proposed (revised) mix : 2x1beds, 9x3beds and 1x4 beds (55 habitable rooms) does not meet the council's intermediate housing mix, as set in Haringey's housing strategy. In light of this the applicant has agreed a revised mix for affordable housing. This has meant there will be a loss of 16 habitable rooms.

The revised mix comprises of total of 12 units, 28% (39 Habitable Rooms) 2x1beds, 6x2beds, 3x3 beds and 1x4beds. This will enable Haringey residents to access a more diverse housing mix of intermediate housing units types.

The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration. The site is within Tottenham Hale ward, which is a priority area for change and growth and has a strategic role to play in the growth of Haringey. The Council aspirations for this site are for a comprehensive mixed use development – Current SP1 and SP2 policies

The Housing Commissioning, Investment and Sites team supports this scheme in terms of the proportion of affordable housing been delivered, as outlined above and will have continuous engagement with One housing to ensure the Council's aims and objectives are met.

8) Environmental Services:

Original comments requested conditions regarding contaminated land; air quality management; combustion and energy plant details; management and control of dust; and an informative regarding asbestos.

Subsequently it was advised that these conditions would not be required, as the site had already been substantially developed.

4.4 External:

1) London Fire Brigade:

No objection.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

120 x Neighbouring properties
3 x Site notices were displayed close to the site

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

No of individual responses: 6

Objecting: 5
Supporting: 0
Others: 1

5.3 The following local groups/societies made representations:

- None received

5.4 The following Councillor made representations:

- Cllr Reith

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 affordable housing provision.
- Type of affordable housing provision.
- Will be an eyesore.
- Potentially undesirable window design (three separate panes).
- Simplified window design preferred.
- Obscure glazing of balustrades – reduce appearance of clutter on them.

5.6 The following issues raised are not material planning considerations:

- Plans not clear – window arrangement (Officer response: This would be the 2 pane windows shown on west elevation plan).
- Creates an inconvenience to local residents on Scotland green (Officer response: unclear if this is reference to the building works or the actual access. Accessibility is covered in the report, but inconvenience from the construction is not a planning concern).

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. The impact of the proposed development on the character and appearance of the conservation area
5. Living conditions for future occupants
6. Parking and highway safety
7. Trees

6.2 Principle of the development

6.2.1 The principle of residential development for a four storey building with 42 units and one commercial unit has been established on this site through planning permission reference HGY/2009/1532. This section 73 planning application

seeks permission for minor material changes to the previously approved planning consent, which are assessed below.

6.3 Design

- 6.3.1 The proposed scale and massing of the building would remain the same to the previously approved development under planning permission reference HGY/2009/1532. The previously approved plans showed the building to be constructed of two contrasting brick materials, but the building was constructed with only one brick. This section 73 planning application proposes bricks which would again return to the original permission with contrasting brick types; specifically a buff brick (Lindfield Yellow Multi Facing Brick) and grey facing brick (Prima Grey), which are considered acceptable. Likewise the 'as built' terracotta coloured render is to be changed to grey and off-white colour which is considered to be an improvement and therefore acceptable. The window design would retain the general style currently on the building but would be of a size and design appropriate for residential rooms.
- 6.3.2 The elevations previously consented consisted of full height recessed areas within the elevation, which were not incorporated into the 'as built' form of the building. Following discussions between officers and the applicant, the recessed areas are to be re-incorporated into the proposed design in order to 'break up' the elevation of the building. Further amendments to recess and enlarge the entrance to core 1 and move the access to the refuse store are considered to create an improved design and create a more residential aesthetic. Enclosing the front balconies at ground floor level is considered to have a negligible impact on design and there are in fact security benefits in this revised design.
- 6.3.3 Planters were previously approved along the edge of the top floor of the development which would have provided a narrow strip of planting, which would have been difficult to maintain. This section 73 planning application proposes terraces in place of these planters, which would be increased in size and would have obscure glazed balustrades. The green roof has also been omitted, but given the height of the building this is not considered to have a significant design impact.
- 6.3.4 In the rear elevation of the building, use of brick and render is welcomed over the existing full render. This was not seen as an essential design change given the seclusion of the rear of the site - but was a revision suggested by the applicant in order to improve the visual appearance of the building. The use of canopies above the doors in the rear elevation of the building is considered to be reasonable design alterations.
- 6.3.5 An amendment that has arisen in this section 73 planning application is the full rendering of the top floor, as opposed to continuing the mixed materials of the lower floors as per the consented scheme. The design of the building would be

improved as a result of this and all other proposed alterations as described above and the revised amendments are considered acceptable.

6.4 Amenity

- 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.
- 6.4.2 The applicant has submitted a daylight & sunlight study to accompany the submission. The changes in the design of the elevations would not result in the scale of the building materially increasing and where this has occurred, there would be no material impact on the amenity of surrounding neighbours. The main alteration would be the increased size of the roof terraces and removal of the planters. However, these would still not afford significant overlooking or a loss of privacy beyond that from lower level windows or as previously approved.

6.5 Internal living conditions

- 6.5.1 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG 2012. It is noted that the approved development of the site pre-dates these standards and the applicant has made significant attempts to alter the layout to meet these standards.
- 6.5.2 The schedule of accommodation shows that there would be a significant decrease in the number of flats that would be smaller than London Plan standards from the 21 units previously approved. The layouts of the units are proposed to be reconfigured so to ensure that the units would now comply with London Plan floor and space standards. This has included alterations to occupancies, increased living / dining areas and increased floorspace taken from larger units.
- 6.5.3 The applicant has made efforts to reconfigure and redesignate units to maximise the number of units that meet the London Plan Space Standards. Of the 21 units approved and largely constructed with substandard floorspace there would be only 8 units remaining below the London Plan guideline floor areas (0-5, 0-7, 1-2, 1-6, 2-2, 2-6, 2-9, 2-12) and these tend to be the smaller 1 bed 2 person units. Generally there is only a minimal floorspace shortfall in those units and this shortfall of 1 or 2 sqm is compensated through the access to private balconies. The flat 2-12 would have the most significant shortfall of 7sqm below the required 50sqm but this is no lower than was previously granted and this unit still retains a

10sqm balcony, which would provide additional living area. Any alterations to enclose that area or take floorspace from other flats would have knock on effects to those adjacent flats and would be unnecessary due to the presence of the balcony. Given that the majority of these units are small short falls and the scheme has already been 'built out' and that the living areas are considered to be significantly improved from those previously granted this is on balance considered acceptable.

- 6.5.4 The new access to ground floor core 1 would be in close proximity to the bedroom window of flat 0-02. Privacy would be retained through partial screening and a landscaped buffer area. This is considered to be a suitable arrangement.

6.6 Transport

- 6.6.1 NPPF (2012) chapter 4 Promoting sustainable transport, saved policy M10 (Parking for Development) of the Council's UDP (2006) seeks to ensure that proposed developments do not adversely affect the free flow of traffic around the site and that they do not result in a material impact on existing parking levels.
- 6.6.2 The site has a PTAL of 6 so residents would be expected to use sustainable methods of transport. The previous application was "car-free" meaning that none of the smaller units would be allowed parking permits. The 12 spaces previously approved would be retained and 72 bicycle spaces are proposed in two separate locations in the rear car park. This level of cycle parking would be in line with London Plan standards.

6.7 Affordable housing

- 6.7.1 The mix of affordable units on site would be broadly similar to that of the previously approved scheme. The main issue will be the loss of 6 affordable units on site. Given the high levels of social rented housing in the area there is a desire to promote higher proportions of market sale and intermediate housing. The proposed mix and type of affordable housing (largely private sale and shared ownership) will ensure a more sustainable, balanced and less transient community.
- 6.7.2 The applicant has undertaken a viability assessment with regard to the shortfall in affordable housing provision on site. This has been independently assessed and that independent assessment has accepted that the 50% requirement could not be achieved without making a substantial loss in profit.
- 6.7.3 The proposed provision is for 12 shared ownership and 30 market housing units, as opposed to the approved scheme for 14 social rented, 4 shared ownership and 30 market housing units. The reasoning for the shortfall is primarily down to the withdrawal of the £1.77m affordable housing grant and the failings, construction wise, of the previous developers of the site, which are in need of

rectifying. The construction costs have escalated as a result of remedial steps undertaken by One Housing Group in order to progress the development since they have taken over this project.

- 6.7.4 Following comments from the Council's Housing Renewal service the affordable housing mix has been revised. The provision is now agreed as follows 2x1 beds; 6x2 beds; 3x3 beds; and 1x4 beds intermediate units.
- 6.7.5 An independent assessment from a Quantity Surveyor and an independent audit assessment of the figures for the construction and comparable site analysis has been undertaken. It has been concluded that the viability assessment has sound conclusions. It is noted in that report that the Residual Land Value of the appraisal is less than the Site Value Benchmark meaning that the scheme will have a deficit. Accordingly it is considered that the provision of affordable housing would be acceptable in this instance and is the maximum reasonable amount. A S106 agreement will secure these units. These units would be mixed in with the private sale units throughout all four floors of the building.
- 6.7.6 As such the affordable housing units would be of a satisfactory mix and location within the building and is confirmed as the maximum reasonable amount of affordable housing and is acceptable.

6.8 Sustainability

- 6.8.1 The London Plan policy in 2010 required that all major development had to achieve a 25% reduction in carbon emissions beyond building regulations 2010. In 2013 the London Plan policy stepped up the carbon reduction requirements and all new development are now required to deliver a 40% improvement on top of 2010 building regulations.
- 6.8.2 The scheme would deliver a 20% improvement beyond building regulations. The scheme was approved and implemented under 2010 Building Regulations, which set out a 25% carbon reduction requirement. As the scheme had been implemented it is unreasonable to retrospectively require the 40%. Instead it is considered that the 2.89 tonnes at a cost of £7,803 should be offset, based on the 5% shortfall below the 25% carbon reduction requirement. This shall be required through S106 contribution.

6.9 Drainage

- 6.9.1 The Flood and Water Management Act 2010 ('the Act') identifies the Haringey as a Lead Local Flood Authority (LLFA) with responsibility for discharging flood risk management functions.
- 6.9.2 In principal it is acceptable for a connection to the culverted watercourse, however, as the proposed development is within 8m of the main river (Moselle

Brook) the developer is required to make an application to the Environment Agency for FDC (Flood Defence Consent). This would need to be dealt with by the applicant and should be secured through the imposition of conditions. The loss of the green roof has not been considered to be an issue with regard to drainage and the revised scheme is considered sufficient.

6.10 Trees and landscaping

6.10.1 Local Plan (2013) policy SP13 'Open Space and Biodiversity' and saved policy OS17 'Tree Protection, Trees Masses and Spines' seek to protect trees that could be affected by a proposed development to protect and improve sites of biodiversity and nature conservation.

6.10.2 The site does not currently have significant trees and is largely hard surfacing. The proposal will allow for landscaping across a larger portion of the site. A sedum roof was previously proposed but was not incorporated into the design. A revised landscaping condition is recommended.

6.11 Conclusion

6.11.1 The proposal is largely built out and the amendments proposed are a pragmatic response to the situation and will facilitate bringing 42 much needed units of housing into use and assist in meeting the Council's housing targets, whilst enabling the completion of this long standing development.

6.11.2 The design changes are considered to be beneficial to the appearance of the development and would not have a significant impact on the level of amenity to neighbouring properties. The internal living conditions and cycle storage allowance would be improved as a result of this development.

6.11.3 The level of affordable housing has been reduced but the proposed level has been independently assessed and agreed through a third party. The reasoning for the reduction is largely due to issues out of the current developers control and would enable the completion of this long standing project.

6.11.4 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

6.12 Planning Obligations

6.12.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek planning obligations to mitigate the impacts of a development. Below are the agreed Heads of Terms:

1. An affordable housing contribution of 12 intermediate units.
2. A carbon offsetting contribution of £7,803.
3. Resident's Parking Permit restriction for 1 & 2 bed units ('Car-Free' development)
4. Car Club membership (two years membership with £3,00 for monitoring)

6.13 CIL

6.13.1 Point 2.23 of the Council's Planning Obligations SPD states that: *"There should be no circumstances where a developer is paying CIL and S106 for the same infrastructure in relation to the same development"*.

6.13.2 The applicant has already paid the £212,484 for transport and education required from planning permission HGY/2009/1532. This number is greater than would be required under current CIL calculations of floorspace.

7.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) PL-02 Rev P2; PL-03 Rev P2; PL-05 Rev P2; PL-06 Rev P2; PL-07 Rev P2; PL-11 Rev P2; PL-13 Rev P1; PL-20 Rev P2; PL-21 Rev P2; PL-22 Rev P2; and PL-01 Rev P4; PL-04 Rev P3; PL-10 Rev P4; PL-12 Rev P2; PL-30 Rev P2; PL-31 Rev P2; PL-32 Rev P2; PL-33 Rev P2; PL-34 Rev P2; PL-35 Rev P2; PL-36 Rev P2; PL-37 Rev P2; PL-40 Rev P1.

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:

PL-02 Rev P2; PL-03 Rev P2; PL-05 Rev P2; PL-06 Rev P2; PL-07 Rev P2; PL-11 Rev P2; PL-13 Rev P1; PL-20 Rev P2; PL-21 Rev P2; PL-22 Rev P2; and PL-01 Rev P4; PL-04 Rev P3; PL-10 Rev P4; PL-12 Rev P2; PL-30 Rev P2; PL-31 Rev P2; PL-32 Rev P2; PL-33 Rev P2; PL-34 Rev P2; PL-35 Rev P2; PL-36 Rev P2; PL-37 Rev P2; PL-40 Rev P1.

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

3. Samples of all materials to be used for the external surfaces including balconies of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types, windows and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. A scheme for the treatment of the surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

5. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

6. All homes within the Development shall be constructed to 'Lifetime Homes' standards, unless otherwise agreed in writing by the Local Planning Authority. Where compliance cannot be met with regards specifically to units within the hereby approved converted buildings, details as to why and evidence that best endeavours have been undertaken to achieve 'Lifetime Homes' standards shall be submitted to, and approved in writing by the Local Planning Authority, prior to the first occupation of the non-complying unit.

Reason: To ensure the provision of accessible housing in accordance with London Plan Policy 3.8, UDP Saved Policy HSG1 of the UDP.

7. No development (including demolition) shall take place until a Demolition Management Plan has been submitted to and approved in writing by the Local

Planning Authority. This plan shall also incorporate, but not be limited to, a risk assessment detailing the management of demolition and construction dust in line with the London Code of Construction Practice.

Reason: In the interests of highway and pedestrian safety and to preserve the amenities of the area generally, in accordance with London Plan Policy 7.6, Local Plan Policies SP1 SP4 and SP7, and Saved UDP Policy UD3.

8. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a Construction Environmental Management Plan (incorporating a Site Waste Management Plan and Construction Logistics Plan) has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to preserve the amenities of the area generally, in accordance with London Plan Policy 7.6, Local Plan Policies SP1, SP4 and SP7, and Saved UDP Policy UD3.

9. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

Informatives:

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

INFORMATIVE :

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

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

- and not at all on Sundays and Bank Holidays.

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

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

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

INFORMATIVE :

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.

1. Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p>The changes are considered to generally preserve the aesthetic of the original planning permission for the development. The reversion to two brick types within the construction of the building is encouraged, as is the use of white and grey render, in place of the terracotta shade currently in place. The two brick types would be a plain buff and a harsher, speckled light brick, which are both considered acceptable. The render should be set back from the brick surface, to give clear contrast. The entrance arrangement to entrance of core one as amended is welcomed and creates an improved residential appearance.</p> <p>The enclosing of the balconies is not considered to have a significant impact on the appearance of the front facade of the building as a whole. Details of tree planting and landscaping will be required by condition. The reasoning for the loss of the planters and sedum roof on the original scheme are considered to be reasonable in design terms - the reasoning being that the planters could not be maintained in the narrow strip and that increased terraces would be more beneficial to these top flats.</p> <p>Brick and render mix to the rear is considered to be suitable, but less important than in the Scotland Green elevation. The use of render throughout the top floor in</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>Scotland Green elevation is considered to be a simplified and preferable choice of material.</p> <p>Additional comment: The brick and render samples including 'Prima Grey' brick, have a reasonable amount of variation and sufficient (but not excessive) degree of contrast with the 'Lindfield Yellow Multi'.</p>	
Conservation Officer	<p>Having reviewed the previous application and the revised drawings, it is considered the minor revisions are an improvement to the approved scheme and would enhance the setting of the Scotland Green Conservation Area as well as North Tottenham Conservation Area.</p>	Noted.
Transportation	<p>The proposal site is located in an area that has a high public transport accessibility level of 6 and is served by a number of local bus routes available on Tottenham High Road providing frequent access to Seven Sisters and Tottenham Hale underground and rail stations. The site is also within walking distance of Bruce Grove rail station. It is therefore considered that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site.</p> <p>The application seeks a number of minor design related changes to the residential element of the scheme approved under HGY/2009/1532 and associated deed of variation gained in 2012. It has been noted that the amendments will not result in any increase in the number of residential units, which will remain at 42. The amended scheme will also deliver 12 on-site parking spaces as approved under the original application.</p>	<p>Conditions recommended and obligations sought as requested. S106</p>

Stakeholder	Question/Comment	Response
	<p>An amended refuse collection strategy will be put in place, which will involve the creation of an additional refuse storage area to the rear of the commercial unit and a private arrangement for the refuse to be transferred to the eastern-most refuse storage area on a weekly basis. This amendment will not impact upon the approved refuse collection arrangements.</p> <p>The applicants agent have submitted an amended plan reference 179/PL01/P3 which indicates three covered and secure storage areas capable of storing 72 bicycles. This level of storage is in line with standards set out within the London Plan (FALP).</p> <p>The amended scheme is unlikely to have any significant negative impacts upon the surrounding highway network. Therefore, the highway and transportation authority would not object to this application subject to the imposition of the following S.106 obligations:</p> <p>S.106 Obligations:</p> <p>1. The applicant/developer is required to enter into a Section106 Agreement to ensure that the one and two bedroom residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the Traffic</p>	

Stakeholder	Question/Comment	Response
	<p>Management Order for this purpose.</p> <p>Reason: To mitigate against any parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>2. A residential travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of sustainable modes of transport:</p> <p>a) Provision of residential welcome induction packs containing public transport and cycling/walking information like available local bus/rail/underground services, map and time-tables to all new residents.</p> <p>b) Secure that the developer offers all residents of the development free membership to a local car club for at least the first 2 years, evidence of which must be submitted to the Haringey Transportation Planning team.</p> <p>c) The developer is required to pay a sum of, £3,000 (three thousand pounds) for the purposes of monitoring the travel plan for a period of at least 5 years.</p> <p>Reason: To encourage the uptake of sustainable modes of transport and reduce the demand for parking, which in turn reduces congestion on the highways network.</p>	
Waste Management	No objection.	Noted.

Stakeholder	Question/Comment	Response
Carbon Management	<p>The energy strategy submitted was required to ensure compliance with policy 5.2 of the London Plan. Which requires all major developments (submitted between 2010 and 2013) to deliver a 25% reduction beyond building regulations 2010 for regulated emissions.</p> <p>The carbon emissions baselines are (taken from section 6.1 and 6.2):</p> <p>Residential = 54.9 tonnes of CO2 per year Commercial = 2.9 tonnes of CO2 per year Total = 57.8 tonnes of CO2 per year</p> <p>Following the delivery of lean, clean and green technologies the energy strategy states that a 20% saving has been achieved. Therefore the energy footprint is now:</p> <p>Total = 46.24 tonnes of CO2 per year</p> <p>This scheme delivers a 20% improvement beyond building regulations. It is therefore short of 5% or 2.89 tonnes of CO2 per year.</p> <p>The development is therefore (in line with Policy 5.2) required to offset these emissions. As such the development will be expected to make a contribution of £7,803. This is based on the cost of £2,700 per tonne of carbon over 30 years.</p> <p>Action: That the applicant is required to make a contribution of £7,803 to carbon reduction projects in</p>	<p>This offset contribution is sought via the S106 legal agreement. This is based on the 5% shortfall of the 20% from the required 25%.</p>

Stakeholder	Question/Comment	Response
	<p>Haringey.</p> <p>The submitted energy strategy states that 100 PV panels will be accommodated on the roof. This needs to be delivered.</p> <p>Action: That the applicant must deliver the 100 solar PV panels as submitted and submit evidence of proof of installation.</p> <p>Additional comments: The London Plan policy in 2010 required that all major development had to achieve a 25% reduction in carbon emissions beyond building regulations 2010. The applicant has submitted data using the 2010 building regulations and quoted the policy 5.2 of the London Plan. Therefore I agree with the applicant that this is the correct regulatory window and captures the policy requirements at the time. Under this requirement 2.89 tonnes at a cost of £7,803 needs to be offset.</p> <p>In 2013 the London Plan policy stepped up the carbon reduction requirements, and all new development are now required to deliver a 40% improvement on top of 2010 building regulations. If this was the case the developer would be required to offset 11.56 tonnes at a cost of £31,212.</p> <p>I would assume that the determination date and the Building Regulations standard would have been the regulatory window that we would be working to. As such I have worked to this.</p>	

Stakeholder	Question/Comment	Response
Drainage Team	<p>In principle it is acceptable for a connection to the culverted watercourse, however, as the proposed development is within 8m of the main river (Moselle Brook) the developer is required to make an application to the Environment Agency for FDC (Flood Defence Consent). This is the only issue that required resolving if it hasn't already been resolved.</p>	Noted.
LBH Housing Renewal Service	<p>The proposed development seeks to provide a 28% affordable housing scheme and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50% by habitable rooms.</p> <p>The scheme does not comply with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p>The Council will seek 70% intermediate and 30% /affordable rent housing with a recommended mix for affordable rent housing of 15% 1beds, 43% 2beds and 32% 3beds and 10% 4 beds; for private sale and intermediate tenure mix of 20% 1beds, 50% 2beds, 25% 3beds and 5% 4beds or more.</p> <p>There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current</p>	Noted and incorporated into the proposal.

Stakeholder	Question/Comment	Response
	<p>Local Plan policies promote higher proportions of market sale/ intermediate housing in this part of the borough. The proposed mix and type of affordable housing (largely private sale and shared ownership) will ensure a more sustainable, balanced and less transient community.</p> <p>The council requires 10% of all new residential developments across all tenures to be fully wheelchair accessible to ensure a housing choice for disabled residents</p> <p>The proposed (revised) mix : 2x1beds, 9x3beds and 1x4 beds (55 habitable rooms) does not meet the council's intermediate housing mix, as set in Haringey's housing strategy. In light of this the applicant has agreed a revised mix for affordable housing. This has meant there will be a loss of 16 habitable rooms.</p> <p>The revised mix comprises of total of 12 units, 28% (39 Habitable Rooms) 2x1beds, 6x2beds, 3x3 beds and 1x4beds. This will enable Haringey residents to access a more diverse housing mix of intermediate housing units types.</p> <p>The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration. The site is within Tottenham Hale ward, which is a priority area for change and growth and has a strategic role to play in the growth of Haringey. The Council aspirations for this site are for a comprehensive mixed use development – Current SP1 and SP2 policies</p>	

Stakeholder	Question/Comment	Response
	<p>The Housing Commissioning, Investment and Sites team supports this scheme in terms of the proportion of affordable housing been delivered, as outlined above and will have continuous engagement with One housing to ensure the Council’s aims and objectives are met.</p>	
<p>Environmental Services</p>	<p>land: (CON1 & CON2)</p> <p>CON1: 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 carried out on site. The</p>	<p>The consultee was referred to the current status of construction. The additional Combustion and Energy comment was not relevant.</p>

Stakeholder	Question/Comment	Response
	<p>investigation must be comprehensive enough to enable:-</p> <p>a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <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</p> <p>shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>And CON2 :</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 implemented and</p>	

Stakeholder	Question/Comment	Response
	<p>occupied with adequate regard for environmental and public safety.</p> <p>Air Quality:</p> <p>The application site is adjacent a main road of air pollution concern, the High Road; 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 PM2.5. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMQ) and is committed to being a 'Cleaner Air Borough'; working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. The following conditions are recommended;</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh. <p>Reason: To protect local air quality.</p> <ul style="list-style-type: none"> • Prior to installation details of the chimney heights (including calculations), diameters and locations will be required to be submitted for approval by the LPA. 	

Stakeholder	Question/Comment	Response
	<p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <ul style="list-style-type: none"> • 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. A CHP Information form must be submitted to and approved by the LPA. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>Management and Control of Dust:</p> <ul style="list-style-type: none"> • 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>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> • 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. 	

Stakeholder	Question/Comment	Response
	<p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> • 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>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <ul style="list-style-type: none"> • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative:</p>	

Stakeholder	Question/Comment	Response
	<p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p>Additional comments:</p> <p>If the development has been constructed then the condition proposed in my response do seem irrelevant. I wasn't aware that the building has been built.</p> <p>If the proposal – as you say – is for internal works and tenures (presumably not yet built) then of course my comments are invalid.</p> <p>However – I note that Joe Baker has submitted comment regarding Energy use. Is there to be a change / amendment to the boilers / CHP? If so – those comments remain and I can amend accordingly.</p>	
Cllr Reith	<p>Objection from Councillor Reith:</p> <p>Many thanks for sending these through. I have no objection to the design changes as most seem to improve the facilities and provision for residents. However, I am very concerned about the loss of all social rented units and wish to object on these grounds. I know a viability assessment has been requested but my objection stands.</p>	This is addressed under section 6.7 of the report
EXTERNAL		

Stakeholder	Question/Comment	Response
London Fire Brigade	No objection.	Noted.
NEIGHBOURING PROPERTIES	<p>4 neighbour objections as follows:</p> <p>1.Window pattern: The windows that have already been installed on the western elevation of the 2nd floor are so ugly with their three separate panes and 1 central opening flap [see Proposed west elevation].</p> <p>These windows have already been installed as part of the previous planning permission.</p> <p>Some elevation drawings [179-PL30- Proposed Elevation Sheet 1 (Front -West onto High Rd) RevP1.pdf] actually show windows with more traditional 2 pane division. These are far more attractive as the design seems more 'balanced'. Can these not be installed please to simplify the design in this key location of the High Road? I am not sure which ones the new applicant wishes to install. I assume this is so since the simple window pattern appears in illustration 179-PL12-Coloured Elevation Detail_ Core 1 entrance as Proposed_RevP1.pdf-This would be an improvement on previous design.</p> <p>Where balconies face the high road and have glass balustrades, can these please be obscured so that if they are used as storage - and this tends to frequently happen everywhere nowadays - the mess can't be seen for the public highway causing 'visual pollution'. Small details count.</p>	<p>This is addressed under section 6.3 of the report</p> <p>This has been incorporated within the proposed design of the development</p> <p>This is addressed under section 6.3 of the report.</p>

Stakeholder	Question/Comment	Response
	<p>2. I object to this planning permission to reconfigured and relocated entrance arrangement; design changes to the frontage; relocated refuse storage.</p> <p>3. I object to the planning application for the building 624 high road to reconfigured and relocated entrance arrangement; design changes to the frontage; relocated refuse storage as i not only creates an inconvenience to local residence on Scotland green road but also is an eyesore.</p> <p>4. I object to the removal of all the affordable housing from the scheme.</p> <p>5. We are instructed by Forest Whitmore (Haringey) Limited, who hold a freehold interest in the application site, to object to the minor material amendments application proposed by One Housing Group (Applicant) in respect of the above planning application. The application seeks to amend both the level of affordable housing to be provided as part of the development and the affordable housing mix itself. The Applicant's design and access statement states that the revised application will provide only 28% affordable housing, all delivered as shared ownership units, of which there will now be a total of 12. The original scheme approved under reference HGY/2009/1532 provided a total of 14 social rented units and 4 shared ownership units. The committee report that relates to the original scheme indicates that the scheme was found to be acceptable on the basis that the</p>	<p>This is addressed under section 6.3 of the report</p> <p>This is addressed under section 6.7 of the report.</p> <p>This is addressed under section 6.7 of the report.</p>

Stakeholder	Question/Comment	Response
	<p>provision of 50% affordable housing units, made up of a 70%/30% split between social rented and intermediate housing, would meet the policy guidelines. The revised proposals therefore seek to significantly reduce the amount of affordable housing to be provided by the scheme. This proposal is not supported by policy. The London Plan (March 2015) requires that the maximum reasonable amount of affordable housing should be sought when negotiating in respect of individual private residential schemes (policy 3.12). In terms of the mix of tenure, it sets a target that 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale (policy 3.11). Haringey's adopted local plan (strategic policies 2013-2016) sets out that Haringey's affordable housing targets are to be met by (subject to viability) requiring sites capable of delivering 10 units or more to meet a borough wide affordable housing target of 50% (based on habitable rooms), with a tenure split of 70% affordable rent and 30% intermediate housing (policy SP2). The revised proposals for this development therefore fail to comply with policy both in terms of the total amount of affordable housing and in the provision of no affordable rented units, well short of the target of 70% provision, which was met by the original scheme. For the reasons given above we consider that the grant of planning permission pursuant to this application would be contrary to both local and national planning policy and ought therefore to be refused by the Council.</p>	

Appendix 2 Plans and Images

Location Plan



South Elevation (Scotland Green)



West Elevation (High Road)



West Elevation as Proposed
(High Road)

North Elevation (rear)



North Elevation as Proposed

East Elevation



East Elevation as Proposed

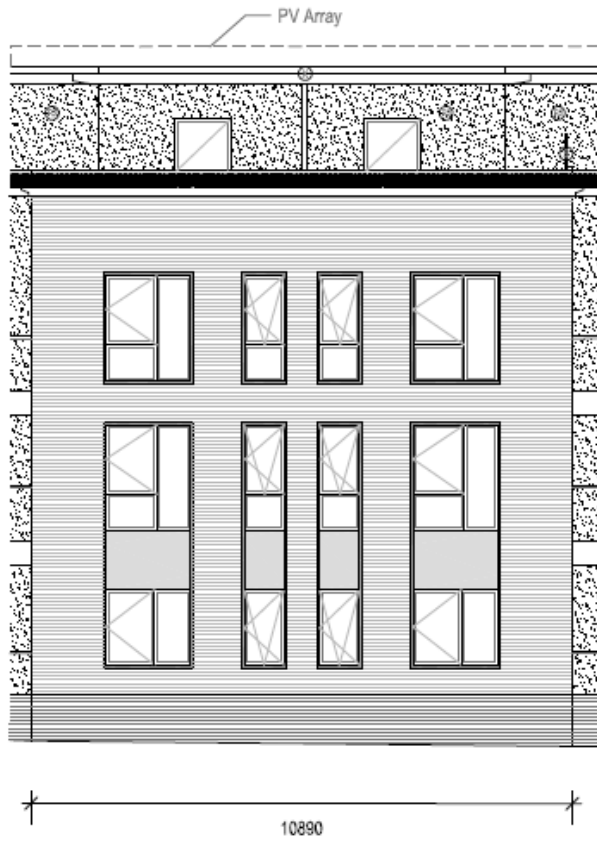
Front Elevation (West on to High Road)



First part of South Elevation (Facing Scotland Green)



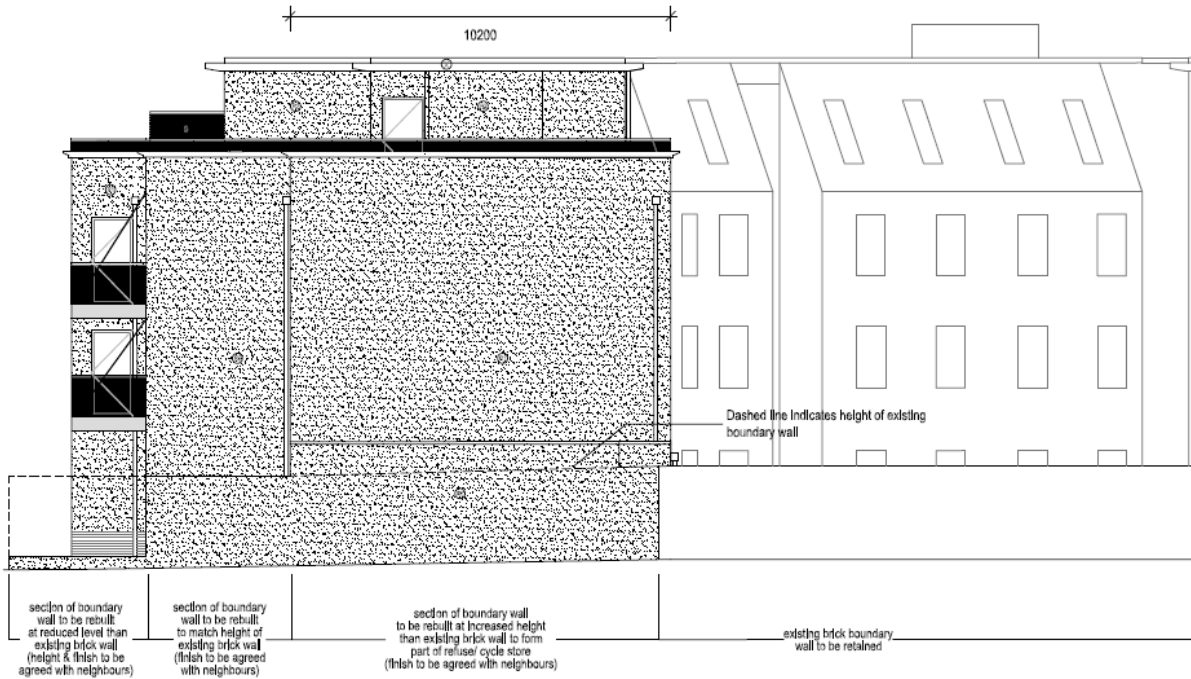
Central part of South Elevation (Facing Scotland Green)



Final part of South Elevation (Facing Scotland Green)



East Flank Elevation



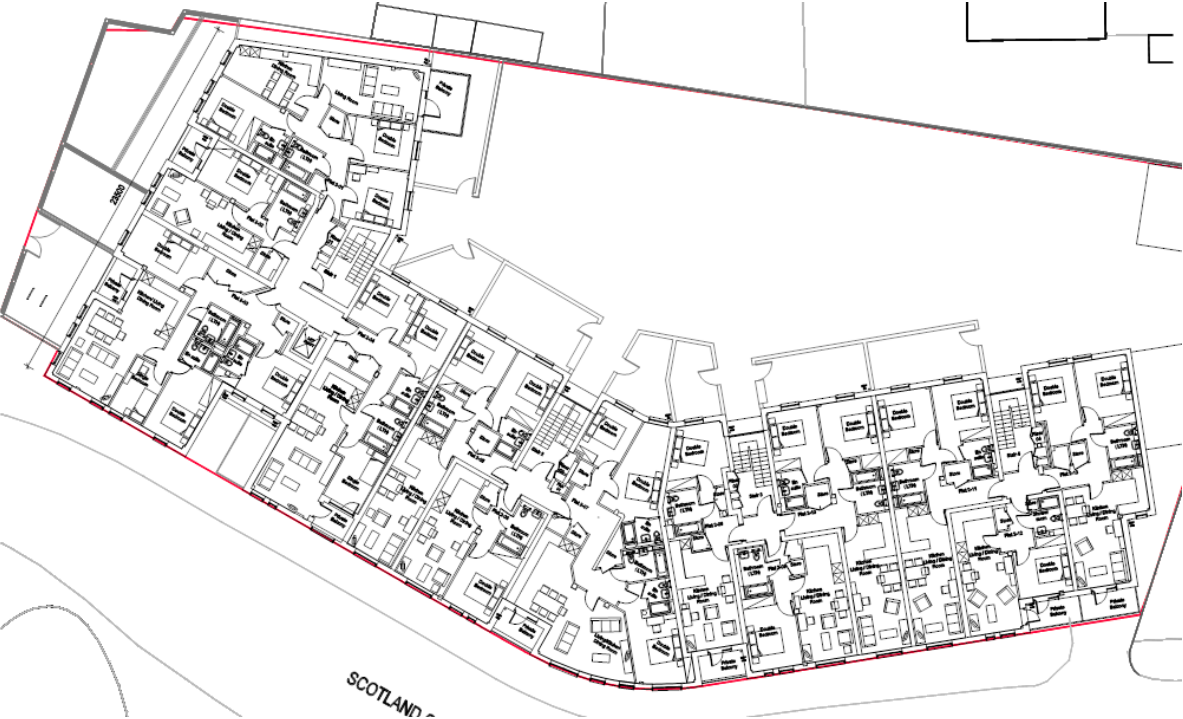
Ground Floor Plan



First Floor Plan



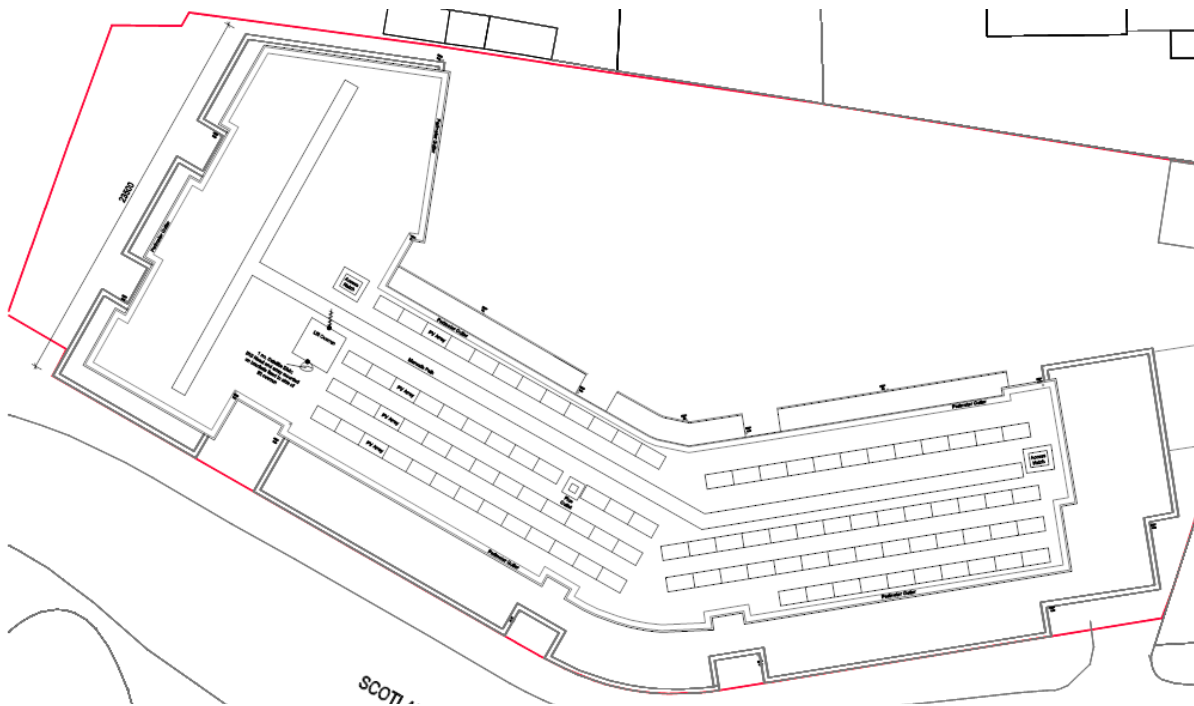
Second Floor Plan



Third Floor Plan



Roof Plan



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