

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2010/0500

Ward: Crouch End

Date received: 15/03/2010

Last amended date: N / A

Drawing number of plans: 1298-BA-G200-E-S-310, 1298-BA-G200-E-S-311, 1298-BA-G200-P-00-300, 1298-BA-G200-P-01-301, 1298-BA-G200-P-02-302, 1298-BA-G200-P-RF-304, 1298-BA-G200-XE-S-310, 1298-BA-G200-XE-S-311, 1298-BA-G200-XP-00-300, 1298-BA-G200-XP-01-301, 1298-BA-G200-XP-02-302, 1298-BA-G200-XP-RF-303, 1298-BA-JC20-XP-00-300, 1298-BA-JC20-XP-01-301, 1298-BA-JC20-XP-02-302, 1298-BA-JC20-XP-RF-303, 1298-FD-G200-P-00-551, 1298-FD-G200-P-01-552, 1298-FD-G200-P-02-553, 1298-FD-G200-P-03-554, 1298-FD-G200-P-04-555, 1298-FD-G200-P-LG-550, 1298-FD-G200-P-RF-556, 1298-FD-G200-P-TY-530, 1298-FD-G200-P-TY-531, 1298-FD-G200-P-TY-532, 1298-FD-G200-P-TY-533, 1298-FD-G200-P-TY-534, 1298-FD-G200-P-TY-535, 1298-FD-G200-P-TY-536, 1298-FD-G200-P-TY-537, 1298-FD-G200-P-TY-538, 1298-FD-G200-P-TY-539, 1298-FD-G200-P-TY-540, 1298-FD-G200-P-TY-541, 1298-FD-G200-P-TY-542, 1298-FD-G200-P-TY-543, 1298-FD-G200-P-TY-544, 1298-FD-G200-P-TY-546, 1298-FD-G200-P-TY-547, 1298-FD-G200-P-TY-548, 1298-FD-G200-P-TY-549, 1298-FD-G200-P-TY-551, 1298-FD-G200-P-TY-552, 1298-FD-G200-P-TY-553, 1298-FD-G200-P-TY-554, 1298-FD-G200-P-TY-560, 1298-FD-G200-P-TY-561, 1298-FD-G200-P-TY-562, 1298-FD-G200-P-TY-563, 1298-FD-G200-P-TY-564, 1298-FD-G200-P-TY-565, 1298-L-G710-P-00-901, 1298-L-G710-P-00-902, 1298-L-G710-P-00-903, 1298-MD-G200-E-N-760, 1298-MD-G200-P-00-700, 1298-MD-G200-P-01-701, 1298-MD-G200-P-02-702, 1298-MD-G200-P-RF-703, 1298-MD-G200-P-TY-800, 1298-MD-G200-P-TY-801, 1298-MD-G200-P-TY-802, 1298-MD-G200-S-AA-770, 1298-Rendered-Elevations-A1, 1298-TH-G200-E-E1-162, 1298-TH-G200-E-E2-164, 1298-TH-G200-E-N-161, 1298-TH-G200-E-S1-163, 1298-TH-G200-E-S2-165, 1298-TH-G200-E-W1-160, 1298-TH-G200-P-00-102, 1298-TH-G200-P-00-103, 1298-TH-G200-P-01-104, 1298-TH-G200-P-01-105, 1298-TH-G200-P-02-106, 1298-TH-G200-P-02-107, 1298-TH-G200-P-LG-100, 1298-TH-G200-P-LG-101, 1298-TH-G200-P-RF-108, 1298-TH-G200-P-RF-109, 1298-TH-G200-S-AA-180, 1298-TH-G200-S-BB-181, 1298-TH-G200-S-CC-182, 1298-TH-G200-S-DD-183, 1298-TH-G200-S-EE-184, 1298-TH-G200-S-FF-185, 1298-TH-G200-S-GG-186, 1298-TH-G200-XE-E1-162, 1298-TH-G200-XE-E2-164, 1298-TH-G200-XE-N1-161, 1298-TH-G200-XE-S1-163, 1298-TH-G200-XE-S2-165, 1298-TH-G200-XE-W1-160, 1298-TH-G200-XP-00-102, 1298-TH-G200-XP-00-103, 1298-TH-G200-XP-01-104, 1298-TH-G200-XP-01-105, 1298-TH-G200-XP-02-106, 1298-TH-G200-XP-02-107, 1298-TH-G200-XP-LG-100, 1298-TH-G200-XP-LG-101, 1298-TH-G200-XP-RF-108, 1298-TH-G200-XP-RF-109, 1298-TH-G200-XP-RF-110, 1298-TH-G200-XS-AA-180, 1298-TH-G200-XS-BB-181, 1298-TH-G200-XS-CC-182, 1298-TH-G200-XS-DD-183, 1298-TH-G200-XS-EE-184, 1298-TH-G200-XS-FF-185, 1298-TH-G200-XS-GG-186, 1298-TH-JC20-XP-00-202, 1298-TH-JC20-XP-00-203, 1298-TH-JC20-XP-01-204, 1298-TH-JC20-XP-01-205, 1298-TH-JC20-XP-02-206, 1298-TH-JC20-XP-02-207, 1298-TH-JC20-XP-LG-200, 1298-TH-JC20-XP-LG-201, 1298-TH-JC20-XP-RF-208, 1298-TH-JC20-XP-RF-209, 1298-Z0-G100-P-00-SITE-002, 1298-Z0-G100-P-00-SITE-003, 1298-Z0-G100-P-LG-SITE-001, 1298-Z0-G100-P-SITE-000, 1298-Z0-G100-P-SITE-010, 1298-Z0-G100-S-BB-015, 1298-Z0-G100-S-CC-016, 1298-Z0-G100-S-FFGG-030, 1298-Z0-G100-S-KK-024, 1298-Z0-G100-S-LL-025, 1298-Z0-G100-S-MM-026, 1298-Z0-G100-S-NN-027, 1298-Z0-G100-S-OO-028, 1298-Z0-G100-S-PP-029, 1298-Z0-G100-XS-BB-027, 1298-Z0-G100-XS-FF-023, 1298-Z0-G100-XS-LL-025, 1298-Z0-G100-XS-MM-026, 1298-Z0-JC20-P-RF-SITE-004

Address: Hornsey Town Hall, The Broadway N8 9JJ

Proposal: Refurbishment and conversion of the Town Hall Building comprising alterations, extension and change of use from B1 (Business) and Sui Generis to a mixed use scheme incorporating: D1 (Non-Residential Institutions), A3 & A4 uses (Restaurants, Cafes and drinking establishment), D2 (Assembly and Leisure) and retaining existing B1 and Sui Generis (Theatre and performance venue) use. Alterations, extensions and change of use of Link Block and East Wing from B1 (office) to C3 dwellinghouses. Extension, alteration, refurbishment and change of use of the Broadway Annexe East Part from B1 office to A1 retail and B1 office (West part to be C3 residential). New residential development comprising 123 No. units in total (35 x 1 bed flats, 61 x 2 bed flats, 20 x 3 bed flats, 3 x 4 bed flats and 4 x 4 bed houses) and associated car parking at basement level, including residential accommodation in the existing Town hall (East Wing and Link Building), the Broadway Annexe (West Part) and Mews. Erection of sub-stations. Alterations and landscape improvements including to the Town Hall Square, and use of the square for both public events and markets / small festival uses. PLEASE NOTE: The Council has decided to hold a Development Management Forum meeting to discuss the issues of the application. The meeting will take place at Hornsey Town Hall, The Broadway, Crouch End, London, N8 9JJ on Thursday 25th March 2010 at 7.00pm. You are invited to attend to ask questions or express your views about the application.

Existing Use: Council offices

Proposed Use: Mixed use

Applicant: Mr Dinesh Kotecha Haringey Council

Ownership: Council

PLANNING DESIGNATIONS

Conservation Area

RESTRICTED CONVERSION AREALISTED BUILDINGS GRADE II

Officer contact: Stuart Cooke

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to S106 Legal Agreement

SITE AND SURROUNDINGS

The application site comprises the former Hornsey Town Hall complex including the Broadway annex, Mews buildings and town square to the front, clinic building, substation, car park and gardens to the rear, and the open space on the corner of Haringey Park and Hatherley Gardens.

The site is located in the heart of Crouch End Broadway close to the Clock Tower. Crouch End is a Town Centre identified in the Unitary Development Plan 2006 consisting of fine 3-storey Edwardian terraces of shops, offices, restaurants, etc., with some areas of modern infill. The areas to the north and east of the site are generally residential, with the south boundary wrapping round the Hornsey Library building, which is also listed, in Haringey Park.

The site is located within the Crouch End Conservation Area. It is identified as Site Specific Proposal site No. 9 in Schedule 1 of the Unitary Development Plan 2006. Hornsey Town Hall is on the English Heritage Buildings at Risk register.

Access to the site is available from The Broadway itself via the Town Square, (pedestrian only), and Hatherley Gardens. The main vehicle access is from Haringey Park to the east of the library. Separate smaller vehicle accesses are also from Weston Park and from The Broadway, adjacent to Lloyds Bank, to the Mews building to the rear of Weston Park.

The surrounding area is generally residential, consisting largely of terraces of Edwardian houses with some more modern infill. Whilst there is no Train or underground station in Crouch End, a number of bus services run past the site giving direct access to Finsbury Park, Turnpike Lane and Wood Green transport interchanges.

PLANNING HISTORY

A number of applications for planning and listed Building consent apply to the application site, although none are of significance to this proposal.

BACKGROUND

Plans for the redevelopment of Hornsey Town Hall have been developed over a number of years. Haringey commissioned Alan Baxter Associates to prepare a conservation plan in 2004 for the Town Hall complex. A planning Brief was prepared in 2004 to guide the future re-use of the Town Hall complex. This brief included the results of a public consultation exercise carried out in 2004. The vision for the Brief was:

“the creation of an interesting, lively focal point for Crouch End through the creation of an integrated complex of buildings, which promote a varied and vibrant mix of community, cultural, arts, leisure, business and residential uses through appropriate refurbishment and further facilitating development.”

Since 2006, the Hornsey Town Hall Community Partnership Board (CPB) has been working in partnership with the Council to secure the future of the Town Hall. The CPB is an advocate for the communities interests and acts as an advisory body to the Council.

In 2007, the Hornsey Town Hall Creative Trust (HTHCT) was established to take on the stewardship and management responsibilities for the new facilities at Hornsey Town Hall. One of HTHCT's key responsibilities has been to commission a business plan to ensure the viable and sustainable future of the Town Hall.

DETAILS OF PROPOSAL

This application is one of a suite of applications covering planning permission, listed building consent and conservation area consent.

This application for planning permission proposes:

- a) Refurbishment and conversion of the Town Hall building into a centre for the arts and enterprise activities for the benefit of the community,
- b) Refurbishment an extension of the Broadway annexe East part into commercial office and retail space, and
- c) Residential facilitating development comprising 123 units, (35x1-bed, 61x2-bed, 20x3-bed, 3x4-bed flats and 4x4-bed houses), and associated parking at basement level. Part of this residential accommodation is accommodated in the existing Town Hall building(east wing and link building), the Broadway annexe (west part) and Mews.

The primary objective of the Town Hall project is to achieve the refurbishment and re-use of Hornsey Town Hall, its related buildings and its setting, both to secure the fabric of the building and remove it from English Heritage Buildings at Risk register and to bring the building back into use as a community arts and leisure facility. In order to achieve this outcome, a facilitating residential development is necessary to generate the necessary capital receipt from the sale of the land to achieve the refurbishment works and the enhancement of the public realm. Commercial income from the Broadway Annexe East part will support the running of the Town Hall.

The application seeks permission for a range of uses within the Town Hall building itself. These will include:

- i) Studio theatre, film club, rehearsal space, drama studio and performance suite
- ii) Drama, conferences, classical, jazz, rock sport dance, cinema, community activities,
- iii) Exhibition spaces, art gallery, community events,
- iv) Multipurpose space, youth services, studios,
- v) Outdoor performances, events, and public art,
- vi) Rooftop terrace overlooking Town Square.

In addition to the refurbishment of the Town Hall buildings themselves, the scheme also includes significant landscape improvements to the Town Hall Square fronting the Broadway, including uses of the Square for both public events and a market. These are likely to be at weekends and on some evenings in the summer months. The scheme also includes new hard and soft landscaping, seating, relocation of the fountain and cycle storage.

The facilitating residential development comprises six principle elements,

- Block A, new build residential comprising 66 dwellings arranged over 5 storeys with undercroft and basement parking,
- Block B, new build residential comprising 26 dwellings arranged over 5 storeys,
- Mews, new build residential comprising 4 mews houses (Affordable)
- East wing, conversion of the east wing of the Town Hall to accommodate 13 dwellings arranged over 4 storeys with 2 roof extensions on the 3rd floor,
- Link building, conversion of the link building of the Town Hall to provide 6 dwellings arranged over 4 storeys, and
- and the Broadway Annexe West, conversion and extension to accommodate 8 residential dwellings at first and second floor levels.

The existing accesses to the site will be retained and improved. The main access will be from Haringey Park adjacent to the Library for pedestrians, vehicles and emergency and service vehicles. The access from Weston Park will be made one way for servicing to the rear of the Town Hall only. The Mews site has its own separate access from The Broadway. The residential car park makes best use of the natural gradient in the site with undercroft entry at the lowest point for secure car parking for residents beneath Block A. 64 car parking spaces are provide with 113 cycle spaces. 3 disabled spaces are provided at ground level within Block B. Lift access is provided from the car park to each floor.

All the shared entrances to the dwellings are at street level and have level thresholds. Lift access is provided to all buildings and all of the dwellings meet Lifetime Homes standards. 10% of the dwellings are designed to be full wheelchair accessible.

A refuse strategy has been formed following consultation with Waste Management based on their requirements.

The development is intended to be completed in three phases:

1. Refurbishment of the assembly hall, cinema, west wing part Council chamber, and essential works to the Town Hall. Refurbishment of eastern part of the annexe building. Construction of Blocks A and B.
2. Refurbishment of remaining Council chamber block and create new access through link building to library, and
3. Refurbishment of link block and create new internal courtyard including new restaurant at roof level.

DESIGN PANEL

The scheme has been reviewed by the by the Design Panel, most recently in February 2010. In general, the Panel felt the designs for Hornsey Town Hall were moving in the right direction and that improvements had been made since the previous Panel review. The Panel was pleased to see the decreased heights of the buildings and felt the current massing strategy was generally successful. The Panel however raised some issues in particular in relation to the design of the facades, landscaping and pedestrian movement to The Broadway and sustainability.

ENVIRONMENTAL IMPACT ASSESSMENT

A request for a screening opinion was submitted under the Environmental Impact Assessment Regulations 1999 in August 2009. The Council considered the development to fall within Schedule 2 of the regulations having regard for the criteria set out in Schedule 3. The Council assessed the proposal under the terms of the regulations and decided an Environmental Impact Assessment would not be required for this development.

CONSULTATION

Ward Councillors – Hornsey
Muswell Hill
Crouch End
Muswell Hill

Transportation
Conservation
Cleaving
Building Control
Arboriculturist
Parks
Design
Policy
Environmental Health Service
Strategic Housing

Hornsey Conservation Area Advisory Committee
Hornsey Historical Society
Tottenham Civic Group
CASCH
Crouch End Residents Association
Friends of Priory Park
FoE
MORRSH

English Heritage

20th Century Society
The Theatres Trust

Thames Water
GLA Archaeology
LB Islington
Met Police
Environment Agency
LFCDA
Arriva Buses

Local residents –

Fairfield Gardens 1-5
Fairfield Road 1-29, 2-32
Sloane Mews 1-4
Aubrey Road 1-11, 2-10
Elder Avenue 1-23, 2-16
Felix Avenue 1-29, 2-16
Ferme Park Road 55-205, 68-276
Weston Park 2-84, 1-73
John Clifford House 1-11 (cons)
Haringey Park 1-42
Harcourt House 1-8 (cons)
Ravensdale Mansions 1-32 (cons)
Hatherley Gardens
1-7, 2-10
Abbotts Terrace 1-6
Ivy Gardens 1-12
Sandringham Gardens 1-7, 2-14
Bourne Road 1-28
Landrock Road 2-36, 1-51
Drylands Road 1-27, 2-26
Gladwell Road 1-29, 2-36
Dashwood Road 1-15, 2-8
Cecile Park 1-79, 2-100
Womersley Road 1-39, 2-40
Elm Grove 1-29, 2-40
Tregaron Avenue 1-11, 2-46
Oakington Way 2, 4
Briston Grove 1-21, 2-20
Dickenson Road 10-36, 1-29
Dickenson House 1-25 (cons)
Mountview Road 15-77
Highmount 1-8
Crouch Hill 103-153, 82-150
Ivor Court 1-12 (cons)
The Broadway 1-39, 2-46 (flats 1-6 Nos. 35-39)
Christchurch Road 1-19, 2-14

Haslemere Road 1-17, 2-38
Midhurst Court 1-12 (cons)
Monkridge 1-36
Oakfield Court 1-58 (cons)
Crouch End Hill 1-85, 2-72
Hillside 1-21(cons)
Crescent Road 1-29, 2-32
Northern Heights 1-32 (cons)
Crescent Court 1-21 (cons)
Williams Close 1-18 (cons)
Alyn Bank 1-4 (cons)
Alyn Court 1-23 (cons)
Highgate Spinney 1-30 (cons)
Thornhill Court 1-12 (con)
Corrib Heights 1-16 (cons)
Edison Road 1-17, 2-18
Berkeley Road 2-12
Coleridge Road 59-87, 26-54
Crouch Hall Road 57-69, 50-72

RESPONSES

English Heritage

“The extent of development and proposed alterations are acceptable, subject to appropriate conditions to ensure that repair and restoration of the Town Hall is achieved, that a sustainable management regime is established, and that the quality of works to the Town Hall, Broadway annexe, new development and landscaping are undertaken to the required standard....The potential of the scheme to provide for the repair and restoration of the Town Hall as a major community resource outweighs the demolition of the Weston Park annexe subject to appropriate conditions in respect of recording.”

Conservation & Design Team

Demolitions

The footprint of the Facilitating Development at the rear of the site extends over the site of the Annexe, and its demolition and replacement is required to secure the long term future of the Town Hall. Whilst its loss would be regrettable the benefit of the proposals would be to secure the optimum site area for a large scale facilitating development in the interests of funding the restoration of the Town Hall. This benefit has been weighed up against the loss of the Annexe and I agree with English Heritage’s view that its loss is justifiable.

Proposed Alteration and Conversion of the Listed Building

“The fabric of the existing Town Hall is an important part of its significance. I acknowledge that retention of as much historic fabric as

possible has been a principle followed by these alteration and conversion proposals. In principle there is no conservation objection to the existing East Wing being converted from office use to residential use. Their interiors are relatively plain and their purpose was primarily functional in providing working office accommodation for Council staff. I consider that the potential benefits of the proposals in securing the viable long term use of the Town Hall warrant the extent and nature of the proposed interventions.

Facilitating Development

The design scheme was initially referred to the Haringey Design Panel on 02.11.2009, and referred back to the Panel after amendments in 09.02.2010. The Design Panel's observations are included in the Appendix of this Report. Whilst concerns do remain regarding the height and mass of Block A and its effect on the neighbouring residential development, it is significant to note that the height and mass was reduced the second time the scheme was referred to the Design Panel in 09.02.10.

It is also important to note that the alignment, scale, and bulk of Block A fronting onto Haringey Park, has been further modified and reduced (as of amended drawings of 24th June, 2010). The effect of these modifications results in a significant improvement in how Block A relates to the scale of Hornsey Library, and to Haringey Park – where the development will be visible from the public realm within the Conservation Area. Whilst the new development is clearly prominent I do not consider that views to the development from Haringey Park will have an adverse effect on the Conservation Area.

The proposed new residential development has been carefully planned as a series of blocks around landscaped courtyards. Block A features 4 linked linear pavilion blocks laid out parallel to the eastern boundary. A further residential block is sited adjacent to the blank end of the Town Hall east wing. These have been carefully sited and modeled to address the scale, bulk, height and mass of the existing Town Hall and Hornsey Library. The proposed residential layout has pedestrian access from Haringey Park and Weston Park, with primary vehicular access from Haringey Park. Whilst Facilitating Development is very substantial it has been designed so that it does not dominate the existing listing buildings in either scale, material, or as a result of its siting. The relationship between the new development and the adjacent historic assets, in particular the Town Hall, and Hornsey Library, has been duly considered.

The fenestration pattern of the new residential blocks is predominantly vertical, typically with the 2 storey delineation of windows. I consider this fenestration pattern works well reading as vertically proportioned window openings set into the brickwork façades. Whilst the new blocks are distinctively articulated in a contemporary manner, I consider that their predominant brickwork facades and vertically proportioned window

pattern are visually compatible with the predominant brickwork facades of the 1930's Town Hall and the 1960's Hornsey Library.

I also consider that the junction between the new Block B and the existing East Wing articulated by a narrow recessed vertical bay featuring vertically proportioned windows will work satisfactorily.

Conclusion

“The current proposals are based on achieving as high as possible a quantum of development on the site without adversely affecting the special architectural and historic significance of Hornsey Town Hall, a Grade II* Listed Building on the At Risk Register, to deliver sufficient financial return to fund its repair and conversion. Overall I consider that the general layout, siting of new development, legibility and circulation through the site, spatial quality and public realm, works satisfactorily. The architects proposals investigating the options and interventions for the conversion of the Grade II* Listed Town Hall are well conceived.

I therefore recommend these proposals to the Planning Committee for their favourable consideration.”

Hornsey CAAC

“We consider the proposals for the Town Hall and for the overall planning of the site well-considered and broadly acceptable, subject to the following concerns:

- i) That the scheme should not “authorise” the awnings and posts currently outside the Broadway annexe and the facade restored to its original condition.
- ii) The north facing cafe ground floor west wing should be relocated to a south facing position.
- iii) Residential overdevelopment/overbearing
- iv) Lack of affordable housing
- v) Additional parking pressure/car free
- vi) Public toilets should be retained.

Hornsey Historical Society

Generally welcome the proposals to retain the Town Hall.

However, proposed extension to south side of Town Hall is higher than the existing building and unsympathetic.

Would prefer upper floor rooms in Broadway annexe to be retained in public/community use.

Express concern over impact of residential development on the service and access arrangements for the other uses in the Town Hall.

Raise no objection to loss of clinic building.

Transportation

Transportation have commented as follows:

The transport impact of the development has been assessed in the context of the Council's policies in the UDP and SPG:

Policies M2 and M3: These policies require developers to consider the needs of public transport users in the design of a development and, a development of this magnitude should be located where there is a good level of public transport provision which would result in reduced need for car use and where travel by other sustainable travel modes can be encouraged.

Policy M4: Under this policy, it is stated that new development proposals should have a design layout that encourages walking and cycling to and from the site.

Policy M8: This policy states that the Council will only promote access roads to commercial and industrial premises if the premises are located advantageously in relation to main roads and railways, to accommodate the generation of heavy freight.

Policy M9, M10 and Appendix 1 of UDP- Car and cycle parking standard. UDP policy HSG 11 which identifies area of the borough which suffers from High Parking pressures.

Access

The site has 5 vehicular accesses which are also used as pedestrian accesses in addition to the main pedestrian access to the Town Hall off Crouch End Broadway. One of the existing five accesses is located off the Broadway services the Mews Development. Three of the five vehicular accesses are located off Haringey Park; and a further access off Weston Park which currently provides access to the north of the site. A site visit conducted on the 4 June observed that the access of Weston Park Road is narrow with a residual width of some 3.7m.

The footway abutting this development on the Broadway has generous width, thereby offering a pleasant pedestrian environment. However as per our site visit the proposed secondary access of Weston Park is narrow and will not comply with the Council requirement to provide a layout that encourages walking and cycling, we would therefore suggest that this access is designated primarily for pedestrian and cyclist access only, and should only be available to access the garages for properties on Weston road and emergency vehicles.

The applicant has proposed retaining two existing 3 vehicular accesses on Haringey Park in addition to the access on Weston Road and the existing access to the Mews via the Broadway. We have reviewed the drawing and associated auto-track (turning movement's diagrams) illustrated in

drawing CS26506/T/036 and *are confident that vehicles including an articulated vehicle can enter and egress the site in forward gear, via the main site access on Haringey Park. We however have concerns regarding the collection of refuse from the Mews development as there is not sufficient turning area for a refuse vehicle to turn and leave on forward gear. We will require the applicant to provide a refuse collection plan for the 4 Mews Houses.*

Trip Generation

During the critical AM peak period, the existing site generates 189 trips, the majority of these trips 118 (62%) are by car. The second largest percentage of trips are by public transport 24 (13%) followed by the trips as car passengers, 23 (12%).

The existing modal split has a high proportion of trips by car with car drivers and passengers accounting for 75% of all trips to and from the existing site.

The proposed redevelopment of the site will result in an increase in the number of generated trips to and from the proposed development; however the largest percentage of these proposed trips (73%) will be by sustainable modes of transport with only 26% of trips predicted to and from the site by car and motor cycle. The largest percentage increase in trips will accrue in the PM peak with an increase in trip to the site by some 262 person trips. *The applicants Transport assessment has forecasted that only 14 of these proposed increase in person trips will be by car, we concur with this view. There would be a reduction in the number of car trip generated by the proposed development with a reduction of 86 car driver trips to the site in the AM peak and 21 car driver trips in the PM peak. The applicant has proposed providing a range of measure as part of the residential and business Travel Plan to ensure that the proposed development results in a reduction in the number of generated trips by car.*

Public Transport

We have review the applicant transport assessment and agree that the site would generate a maximum of 85 person trips by bus in the Pm peak in addition to the existing demand on the bus network in the AM and PM peak period, however these trips would not have any adverse effect on the existing bus network as the proposed trips would only account for 1.5% increase in trips during the critical Am and Pm period.

On reviewing the increase in demand of trip on the underground and rail service at Finsbury Park, it is our opinion that the increase demand of some 75 two-way person's trip in the critical Am period would only account for a very small increase in trip demand and would not have any adverse effect on the underground or rail network. We however have

concerns regarding the proposed letting on the theatre (assembly hall) for functions such as Weddings or for the use as a church. These types of functions will generate and increase in car trips and parking demand greater than that forecasted by the applicant TA; and will have to be mitigated. The applicant has also not proposed providing any on site electric charging facility to promote travel to and from the site by electric or Hybrid low emission vehicles.

Car and Cycle Parking

The site is located within the Crouch End restricted conversion, an area identified by the Council's adopted UDP Policy HSG11 as a site suffering for high parking pressures. A site visit conducted on the 04 Jun 2010 observes that the area surrounding the site was heavily parked and there were no parking spaces available on Haringey Park, Bourne Road, Western Road and the other roads within the immediate area. *We therefore require this development to be dedicated as a "Car-free" development in order to mitigate any potential increase in trips and parking demand generated by this development. In order to fulfil the requirements of a car free development and reduce the impact of the proposed development on the surrounding highways network. We require the developer to contribute towards the cost of expanding and implementing the proposed Crouch End CPZ (controlled Parking Zone) zones A, B and C; please see plan attached. As this development will be designated as a "Car-free" development no resident of the proposed development will be allowed to apply for on street parking permits and will only be allowed to utilise the parking provided onsite by the Applicant. The applicant has proposed providing 64 car parking bays, this includes 40 residential car parking spaces 3 car club spaces 9 residential visitor spaces 4 garages for the Mews Houses, 3 operational spaces to the rear of the building and 5 visitor spaces to the front of the Town Hall. The applicant has also proposed providing a total of 177 new cycle parking stands.*

As this development as been designated a "car-free" development and there will be a CPZ in place to restrict on street parking demand, the level of parking provided will be sufficient for the development and meets the Council's parking standards.

Travel Plans

The applicant has submitted an outlined residential and work place travel plans document as per the Council's SPG 7b. *We have reviewed the documents and believe that the proposed measure combined with a CPZ will result in a reduction in the number of persons travelling to the site by car. However we will require the applicant to submit a "full travel plan" no longer than 6 months after the development has been occupied. The full travel plan must include target which must be agreed in advance with the Council's Transportation Planning department and should have a Travel*

Plan coordinator for both aspect of the development. The measures within the travel plan will need to be secured by a S.106 Agreement.

In summary, with the implementation of the proposed Crouch End CPZ and the amendment of the operational hours to mitigate against the traffic generated by the development in the critical peak periods combined with travel plan measures geared towards minimising car-dependency, which can be achieved through a S.106/S.278 agreement with the applicant, the transport and highways authority would not object to this application, subject to the conditions that the applicant:

1. Enters into a S.278 agreement, under the Highways Act 1980, for: the upgrade of footway and implementation of new vehicular on Haringey Park and conversion of the vehicular access in Weston Road. The applicant must contribute a sum of £60,000 (sixty thousand pounds) the estimated cost of construction of new access to the development and improving the footways on Haringey Park and Weston Park.
2. The applicant enters into a S.106 agreement which contributes towards the implementation of proposed Crouch End CPZ. The operation hours in the proposed CPZ zones B, C and D, plan are attached. The applicant must contribute a sum of (TBC) towards the implementation of the Crouch End CPZ.
Reason: To mitigate against any potential increase traffic and car parking demand and to improve the conditions for pedestrians and cyclists at this location.
3. Enters into a S.106 agreement that "The residential unit is 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 TMO for this purpose.
Reason: To encourage the use of sustainable travel modes at this location.
4. Enters into a S.106 agreement to provide 3 car club bays on site for residents of the development and pays for the first year membership and provide 2 electric charging points on site to for the use of the development.
Reason: To encourage the use of sustainable travel by residents of the development.
5. Submits a satisfactory "full Travel Plan" document for the development to the transportation planning team for approval.
Reason: To minimise the traffic impact of this development on the adjoining

6. The applicant submits the details of the routing of the associated construction traffic and methods of delivery of goods to the retail/commercial aspect of the development, to the Council prior to construction, for approval.
Reason: To minimise the disruption to the movements of vehicles and pedestrians along the adjoining roads and footways.
7. The applicant submits a refuse collection plan for the proposed 4 Mews Houses.

Informative

1. The new development will require naming/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.

Thames Water

Raise no objection. Applicant should contact TW prior to commencing development.

Crime Prevention Advisor

Raise no objections. Wish developer to continue consultation with CPA to achieve full Secure By Design certification.

Waste Management

Waste and recycling provision seem to be adequate but relies heavily on strong site management.

English Heritage – Archaeology

Site definitely requires some archaeological work. This can be achieved through a planning condition.

LOCAL RESIDENTS

44 responses have been received from local people at the time of writing this report. Many of the responses express support for the scheme in terms of refurbishing and re-using the Town Hall. This reflects the results of the exhibition in June 2009 and detailed in the SCI, which shows 92% of people who visited the exhibition agreed or strongly agreed with the approaches to implement the vision and generally people were excited about the plans to bring the Town Hall back into public use.

The main concerns expressed from the consultation responses can be grouped into the following headings:

1. The amount of housing being proposed within the scheme
2. Height of the proposed buildings
3. The amount of car parking proposed to be provided.
4. Disappointment at the lack of a cinema within the scheme.

A petition of 61 signatures has also been received objecting on grounds of overdevelopment, impact on parking, traffic conditions, air quality and increased noise and disturbance.

The applicant has submitted a Statement of Community Involvement (SCI) setting out how the community and stakeholders have been involved throughout the process of developing the proposals for Hornsey Town Hall. The statement sets out the consultation strategy and methods used to involve the local community in the proposals. The Community Partnership Board has played a central role in this ensuring a wider range of stakeholders has been involved including Under-5's, older people, disabled people and BME groups. In addition, the HTHCT has set up a website dedicated to the project.

Events have included public exhibitions, articles in the local press and liaison with English Heritage, the 20th Century Society and the Theatres Trust.

DEVELOPMENT MANAGEMENT FORUM

A DM Forum was held on 25 March 2010 in the Town Hall. The minutes of the Forum are attached to this report.

RELEVANT PLANNING POLICY

London Plan 2008

4A.3
4A.7
4B.8
4B.13

Unitary Development Plan 2006

Strategic Policies

G1: Environment
G2: Development and Urban Design
G3: Housing Supply
G4: Employment
G5: Town Centre Hierarchy
G10: Conservation

Other Policies

UD1: Planning Statements
UD2: Sustainable Design and Construction
UD3: General Principles
UD4: Quality Design
UD6: Mixed Use Developments
HSG1: New Housing Developments
HSG: Change of Use to Housing
HSG4: Affordable Housing
HSG10: Dwelling Mix
ENV9: Energy Efficiency
ENV10: Renewable Energy
TCR1: Development in Town Centres
M3: New Development location and Accessibility
M10: Parking For Development
CW1: New Community/Health Facilities
CW2: Protecting Existing Community Facilities
CSV1: Development in Conservation Areas
CSV2: Listed Buildings
CSV4: Alterations and Extensions to Listed Buildings
CSV5: Alterations and Extensions in Conservation Areas
CSV6: Demolition of listed Buildings
CSV7: Demolition on Conservation Areas
CSV8: Archaeology
UD8: Planning Obligations

Supplementary Planning Document

Housing 2008

Supplementary Design Guidance

SPG1a – Design Guidance
SPG2 – Conservation and Archaeology
SPG4 – Access for all
SPG5 – Safety by Design
SPG8a – Waste and Recycling
SPG8d – Biodiversity, Landscaping and Trees
SPG11b – Buildings Suitable for Community Use
SPG10a – S106 Obligations

Documents submitted in support of the application

Planning Explanatory Statement
Listed Building/Conservation Strategy
Statement of Community Involvement
Sustainable Energy Statement

Archaeological Assessment
Arboricultural Method Statement
Arboricultural Implications Assessment
Japanese Knotweed Treatment
Ecological Appraisal
Bat Survey
Flood Risk Assessment
Construction Environmental Management Plan
Noise Assessment
Air Quality Assessment
Daylight/Sunlight Assessment
Contaminated Land Report
Affordable Housing Statement
Design And Access Statement
Travel Plan
Waste Management Plan

ASSESSMENT

The main issues associated with this development are:

1. the principle of the development
2. the town hall building
3. need for facilitating development
4. traffic/parking
5. effect on the conservation area
6. bulk, mass, design
7. mix of unit sizes
8. sustainability
9. impact on amenity
10. landscaping/ecology
11. loss of public toilets
12. open spaces/play areas
13. waste/recycling
14. planning obligations/S106
15. Equalities Impact Assessment

1. The Principle of the development

The site is identified as Site Specific Proposal site No. 9 in Schedule 1 of the Unitary Development Plan 2006. This identifies the Town Hall site as being suitable for a mixed use development including potentially A1, A2, A3, B1 C3 D1, D2 and theatre and farmers market. The SSP description then refers to the Planning Brief adopted in 2004. The planning brief was prepared in 2004 to guide the future re-use of the Town Hall complex and included the results of a public consultation exercise carried out in 2004. The vision for the Brief was:

“the creation of an interesting, lively focal point for Crouch End through the creation of an integrated complex of buildings, which promote a varied and vibrant mix of community, cultural, arts, leisure, business and residential uses through appropriate refurbishment and further facilitating development.”

The scheme as submitted is considered to meet the aspirations of the Brief vision and as such the uses proposed are considered acceptable.

2. The Town Hall building

PPS5 and local policy CSV1 seek to ensure that development preserves or enhances the character and appearance of the conservation area. Hornsey Town Hall is a grade 2 listed building currently on English Heritage’s Buildings at Risk register. The building was built in the 1930’s but is currently vacant. It provided municipal office space, theatre, public payment offices and Council chamber functions. The building is to undergo alterations, extensions and changes of use to create a mixed use centre for the benefit of local people. The main proposed new uses are:

- New office space
- Theatre and performance venue
- Cinema/assembly hall
- Restaurant/café
- Function space
- Art gallery

The east wing and link block are located to the eastern end of the Town Hall building. They are being converted to residential use adjoining Block B which will be connected to the east wing. Access to the east wing and link block is via an entrance to the rear of the Town Hall fronting onto a new area of open space. Three disabled parking spaces are provided at the entrance of the east wing/link building.

The Broadway Annexe is currently occupied as a private restaurant use fronting The Broadway with a Council Social Services customer services centre behind. The upper floors are currently vacant offices. It is proposed to alter this building to provide retail space on the ground floor and offices above. The private restaurant will remain, with the upper floors converted to residential use to provide 4 x 1-bed and 2 x 4-bed flats. There is current enforcement action to be followed by the Council in relation to the private restaurant which will not be affected should this application be granted.

PPS 5 sets out objectives for development that may affect a designated heritage asset, including if the proposal;

- *sustains or enhances the significance of a heritage asset and the contribution of its setting;*
- *and/or it reduces or removes risks to a heritage asset;*

- *and/or it secures the optimum viable use of a heritage asset in support of its long term conservation,*
- *and/or It makes a positive contribution to economic vitality and sustainable communities.*

The primary objective of this development is to secure the refurbishment and re-use of the Town Hall buildings to ensure its long term conservation and to allow it to make a positive contribution to the economic vitality of the locality. This scheme therefore meets the stated objectives of PPS5.

Separate parallel applications for Listed Building Consent and conservation area consent are also lodged with the Council which consider the implications of the proposal on the Listed Buildings and the affect of the demolitions proposed.

3. Need for facilitating development

Both national and local guidance recognises the importance of ensuring the continued use of historic buildings. Policy 4B.13 Historic Conservation-Led Regeneration of the London Plan requires that boroughs should support schemes that make use of historic assets and stimulate environmental, economic and community regeneration where they:

1. bring redundant or underused buildings and spaces into use,
2. secure the repair and re-use of buildings at risk and
3. fit in with wider regeneration objectives.

The Conservation Plan for the Town Hall complex prepared by Alan Baxter Associates in 2004 and the subsequent Planning Brief adopted by the Council later the same year set out the vision for the Town Hall:

“to create an interesting, lively focal point for Crouch End through the creation of an integrated complex of buildings which promote a vibrant and viable mix of community, cultural, arts, leisure, business and residential uses through appropriate refurbishment and further facilitating development.”

The primary objectives of this scheme seek to bring about that vision, viz:

- to restore, as far as practicable, Hornsey Town Hall to its original condition and purpose
- to respect and protect its Grade 2 status,
- to facilitate the cultural , community and other activities in the Town Hall,
- improve public access, and
- to make a positive contribution to the local economy.

In this light, the primary objective of the Town Hall project is to achieve the refurbishment and re-use of Hornsey Town Hall, its related buildings and its setting, both to secure the fabric of the building and remove it from English Heritage Buildings at Risk register and to bring the building back into use as a community arts and leisure facility. In order to achieve this outcome, a

facilitating residential development is necessary to generate the necessary capital receipt from the sale of the land to achieve the refurbishment works and the enhancement of the public realm. Commercial income from the Broadway Annexe East part will support the running of the Town Hall.

The applicant has submitted a financial appraisal prepared by Knight Frank of the proposed development. The appraisal uses the 'Three Dragons' financial appraisal toolkit as preferred by the GLA and all London local planning authorities. This appraisal includes the estimated costs of Phase 1 of the Town Hall restoration and conversion works and costs and values for the proposed 123 homes (including 4 homes for social renting) that are intended to generate a capital receipt to contribute 69% of the estimated Phase 1 works cost. The remaining balance of funding, approximately £3.9m, is proposed to be contributed by the Hornsey Town Hall Creative Trust through fundraising or grant applications.

The appraisal concludes that the proposed number of 123 homes is not excessive in the context of the capital receipt that is required to fund the major part of the Town Hall Phase 1 works. It also demonstrates that the provision of only 4 affordable homes in the scheme is the maximum that can reasonably be required for this development given the overriding planning objective of achieving the restoration of the Town Hall. On the same basis, the appraisal shows that the scheme cannot support any other funding obligations to mitigate the impacts, eg. on local schools capacity, of the proposed new residential development.

While some adjustments can be made to specific inputs in the appraisal (as outlined in the attached report), their net effect is not likely to substantially change the overall position that the residential scheme as proposed is unlikely to generate a sufficient receipt to cover the full estimated cost of the Phase 1 Town Hall restoration work. The appraisal indicates the scheme will have a funding gap of £3.9m. Even with some of the adjustments referred to above, a projected funding gap of around £3m. can still be expected for the Phase 1 works.

It is therefore essential that as much of the receipt from the facilitating development as possible is used to achieve the refurbishment of the Town Hall, and so achieve the vision and objectives set out above. To enable the receipt generated by the facilitating development to go as far as possible to achieving all the elements of the Conservation Plan and Planning Brief, it is considered that it is appropriate in this case not to require the scheme to provide the other elements that would normally be expected to be provided as part of a scheme of the size and nature. Therefore, the scheme does not provide the level of affordable housing or education contribution that would be required by the current Council guidance. This approach to the development is considered appropriate here in the light of the highly sustainable benefits the scheme will provide and considerable regenerative potential of the scheme as a whole to the local area.

4. Traffic/parking

A Transport Assessment by Capita Symonds has been submitted in support of the application. The TA assesses the scheme against the relevant national and local policies. A draft Residential Travel Plan and a draft Workplace Travel Plan have been submitted as part of the TA.

The Town Hall is located in an area with a PTAL level 3. The site is serviced by six bus routes which operate along The Broadway linking to Muswell Hill, Finsbury Park and Archway.

Looking at the principal elements of the proposed scheme in terms of parking/servicing:

Town Hall

The Town Hall is proposed to be serviced primarily from the main access via Hatherley Gardens. A secondary smaller access from Weston Park to the rear of the Town Hall, which is also a right of way for residents to access the private garages attached to the houses adjoining the access in Weston Park, will allow access for pedestrians, cyclists and possibly small vans servicing in the Town Hall.

Blocks A & B

The main vehicle and pedestrian access to the site is from Hatherley Gardens between the library and the proposed Block A. This provides ramped vehicle access to the parking located below Block A. 56 car parking spaces are provided for the residential dwellings, including 12 disabled spaces, 3 car club spaces and 9 visitor spaces.

Mews houses

The four Mews houses have a separate pedestrian/vehicle access via the existing access in The Broadway. Each house has its own integral car space.

Trip Generation

The existing modal split has a high proportion of trips by car with car drivers and passengers accounting for 75% of all trips to and from the existing site. The proposed redevelopment of the site will result in an increase in the number of generated trips to and from the proposed development; however the largest percentage of these proposed trips (73%) will be by sustainable modes of transport with only 26% of trips predicted to and from the site by car and motor cycle. The largest percentage increase in trips will accrue in the PM peak with an increase in trip to the site by some 262 person trips. The applicants Transport assessment has forecasted that only 14 of this proposed increase in person trips will be by car, Transportation concurs with this view. There would be a reduction in the number of car trips generated by the proposed development with a reduction of 86 car driver trips to the site

in the AM peak and 21 car driver trips in the PM peak. The applicant has proposed providing a range of measures as part of the residential and business Travel Plan to ensure that the proposed development results in a reduction in the number of generated trips by car.

The scheme is considered not to result in an excessive impact on the existing public transport infrastructure such that separate contributions should be required to mitigate these effects. However, Crouch End is recognised as suffering from high levels of parking pressure with little or no on-street parking space being available within the area surrounding the development site. A Controlled Parking Zone (CPZ) will be required in order to mitigate the impact of the development. The CPZ will need to be in place by the time this development is in operation. A result of implementing an all week CPZ the residential units of the proposed development will be designated as a “car-free” development, i.e. future residents of the development will not be eligible to purchase permits to park in the CPZ. The development will not therefore place any further pressure on the existing parking situation in the Crouch End area. The development will need to contribute toward the cost of implementing the proposed CPZ at a cost of (TBC) through a section 106 agreement.

In addition to making the development “car-free”, the residential and workplace travel plans referred to earlier will set out defined approaches and specify measures to encourage a reduced dependence on the private car for both the new residential and commercial elements of the scheme. In addition to the travel plans, vehicle management plans covering construction vehicle movements, deliveries and events vehicle movements are required. Full versions of these travel and vehicle management plans are required by condition.

In summary, with the implementation of the proposed Crouch End CPZ to mitigate against the traffic generated by the development in the critical peak periods combined with travel plan measures geared towards minimising car-dependency, which can be achieved through a S.106/S.278 agreement with the applicant, the transport and highways authority would not object to this application, subject to the applicant entering into agreements under S106 of the Planning Act 1990 (as amended) and S278 of the Highways Act 1980 to:

- upgrade the footway and implement the new vehicular access on Haringey Park and conversion of the vehicular access in Weston Park.
- contributes towards the implementation of proposed Crouch End CPZ.
- require that "The residential unit is defined as 'car free' meaning 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.
- provide 3 car club bays on site for residents of the development and pays for the first year membership and provide 2 electric charging points on site to for the use of the development.

- submit a satisfactory “full Travel Plan” document for the development to the transportation planning team for approval. Travel Plan document to be secured as part of the S.106, and should include an event management plan.
- submit the details of the routing of the associated construction traffic and methods of delivery of goods to the retail/commercial aspect of the development, to the Council prior to construction, for approval.
- submit a refuse collection plan for the proposed 4 Mews Houses.

5. Effect of the development on the conservation area

PPS5 and UDP policies CSV1 and CSV7 seek to ensure that new development in conservation areas is appropriate and will preserve or enhance the character and appearance of the conservation area. In this case, the scheme involves both the demolition of some existing buildings and the erection of new buildings.

Demolition

With regard to the demolition of the existing buildings, the most significant building to be removed is the former clinic building known as the Weston Park annexe. This building is located at the rear of the Town Hall and is not visible from the street. English Heritage have considered carefully the impact of the loss of this building and have concluded, that the building makes a positive contribution to the character and appearance of the conservation area by virtue of its relatively handsome, if modest, western facade, and as part of the inter-war development and social history of Crouch End. However, the Annexe’s current location is greatly compromised as it now faces into the back of the service area of the Town Hall. Given its relatively limited significance, English Heritage considers its loss is outweighed by the greater benefits of securing the future of the Town Hall as a major community asset. They recommend that in the event of demolition being approved the Annexe should be recorded in accordance with PPS Policy HE12 and English Heritage's published guidance on recording (level 3). A condition requiring such recording is attached. The demolitions are also subject to separate conservation area consent and Listed Building Consent applications.

New Build

In terms of the effect of the new buildings on the Town Hall, the height of the new buildings has been limited to ensure that none of the buildings are visible above the Town Hall buildings from The Broadway or the Town Square and therefore the development will have no effect on the appearance of the conservation area when viewed from these locations.

With regard to the new buildings proposed, Block A is the most significant building that will be seen from the public realm and will be located at the entrance to the existing car park adjacent to the library. At present, the existing car park is not considered to enhance or contribute to the appearance of the conservation area. The southern end of this block has been carefully designed to fit in with the existing streetscape, linking the

library to the residential properties in terms of its building line, shape and appearance and use of materials. The returning facades of Block A will continue this theme, the building be broken up into a number of distinct elements by setting back the stair cores, whilst at the same time visually linking the traditional style of the existing residential properties with the modern style of the library building. With the new buildings set in their own landscaped areas, it is considered that the development will enhance the appearance of the conservation area, in line with both national and local guidance.

Refurbishment

The refurbishment and re-use of the Town Hall will clearly represent a significant benefit to the conservation area, ensuring that the building is retained for the benefit of the area as a whole, both in terms of its refurbished physical presence in the heart of the conservation area and its continued use as a community and arts centre for the benefit of local people.

5. New Build - bulk, mass, design

PPS1 recognises the importance of good design in creating sustainable, mixed communities. This is reflected in the Council's local policies UD3 and UD4 of the UDP. The design of the new build elements of this scheme seeks to ensure the new buildings respond to the site surroundings and attempts to ensure that the bulk and massing of the new buildings does not dominate the site or prove detrimental to the existing buildings on site or neighbouring properties. The height of the new buildings has been limited to ensure that none of the buildings are visible above the Town Hall buildings from The Broadway or the Town Square to ensure the development does not result in an adverse impact on the Crouch End conservation area when viewed from The Broadway.

Block A

Block A forms the main residential element of the development. This block comprises a series of linked pavilion blocks along the east boundary of the site. The building is arranged in this manner to break down the bulk and mass of the building to both add interest and articulation to the scheme and to minimise its visual impact. This arrangement also allows two primary courtyards and landscaped spaces to be created, to provide a linked setting between the new development and the existing Town Hall and library buildings. In addition, a number of small private areas of amenity space have been provided to the rear of the block along the boundary accessed via gated entrances toward the south of the site.

The top floor of the development is set back from the main façade. This reduces the bulk of the building considerably and create a modelling effect to the block which adds interest to the overall design.

The elevation to the part of Block A facing Haringey Park has been revised following comments from English Heritage and conservation team. This elevation has been set back on the right hand side when viewed from the street to line through with the adjoining properties in Haringey Park. The proposed building then projects forward on the left hand side to line through with the library. This amendment helps not only to allow the building to sit more comfortably within the existing streetscape, forming a link between the houses and the library, but also results in the fragmentation of the elevation facing Haringey Park giving a building which has more interest and relief.

Block B

Block B is designed to sit against the flank wall of the east wing of the Town Hall, and is of a size and bulk which reflects and complements the size and bulk of the Town Hall buildings at this location. Careful attention has been paid to the detailing of Block B to ensure that it blends with and complements the Town Hall buildings.

The Mews Courtyard

The Mews development comprises a small terrace of four, 4-bed houses with integral garages. The proposed houses will be three storeys and affordable. The proposed houses occupy a similar position to the existing building to be demolished and feature a part pitched, part flat roof design to minimise their impact on the adjoining properties in Weston Park. The Mews houses will face onto the courtyard with no windows facing Weston Park to avoid overlooking.

In the light of the above, the new development is considered to meet the requirements of policies UD3 and UD4 of the Unitary Development Plan 2006.

7. Mix of unit sizes

Policy HSG10 sets out the Council's mix requirements for new build residential development, with further detail given in the Housing SPD October 2008. The scheme provides a total of 123 units, comprising 35 x 1-bed, 61 x 2-bed, 20 x 3-bed and 7 x 4-bed units. The Housing SPD shows there is a shortfall of housing of all sizes throughout the borough although the need is most acute for larger 3 and 4-bed properties. The scheme as proposed provides 27 x 3 and 4 x 4-bed units, the 4-bed units being all affordable. The level of affordable housing provided by the development does not meet the specified housing mix in terms of 3 and 4-bed units as set out in the SPD. Para. 5.24 of the SPD states that, in the case of mixed use developments, where scheme fall short of the specified requirements, the shortfall will have to be justified by a financial appraisal. The applicant has submitted a Three Dragons financial appraisal which demonstrates that the development realises a negative residual value of £3.5 - £4m. In the light of the primary objective of the development being to achieve the refurbishment and re-use of the Town Hall buildings and the wider regenerative effects that will

potentially follow from that, the shortfall in provision of affordable housing within the scheme from the levels set out in the SPD are considered acceptable in this case.

8. Sustainability

PPS1 and PPS3 require that all new development should meet the sustainable objectives set out in the guidance. This advice is carried through in local policy. The proposal involves the refurbishment and re-use of the Town Hall through redevelopment of the underused land within the curtilage of the site. This approach to bring about the re-use of the Town Hall is considered highly sustainable as it utilises previously developed land and brings an underused and valuable resource back into use, as well as removing an important listed building from the English Heritage Buildings at Risk register. The proposal will also focus development in the Crouch End town centre, contributing to its vitality and viability.

In addition, the scheme is considered highly inclusive and has been developed through a long process of community involvement. Upon completion, the scheme will be run and managed by the HTHCT and will continue to promote community involvement in the running of the Town Hall activities.

In terms of carbon reduction and energy efficiency, the Councils local policies regarding climate change have been superseded by policy 4A.7 of the London Plan. The LP policy requires developments to achieve a 20% reduction in CO2 emissions by the use of on-site renewable energy generation unless it can be demonstrated that this is not technically or financially viable.

The applicants have submitted an energy strategy report reviewing the options for carbon reduction in relation to this scheme. The report considered various renewable technologies, including CHP. The report concluded that the following technologies were not technically feasible:

- ground source heat pumps,
- solar thermal,
- wind power and
- biomass

Photovoltaics have emerged as the preferred renewable technology. A site wide CHP was found to be technically feasible but not financially viable under the present project parameters. The report recommends that site wide CHP remains a project aspiration which may be implemented following more detailed investigation into the financial viability through an energy service company (ESCO).

Works to the Town Hall as a statutory listed building are exempt from Building Regulations. However, the works to be carried out in terms of

minimising heat loss and provision of energy efficient space heating and ventilation have been discussed and agreed with English Heritage.

Conditions are attached to ensure the development meets the appropriate carbon reduction targets set out in the London Plan.

9. New build - Impact on amenity

Policies UD3 and UD4 set out the Councils policies to avoid where possible significant loss of amenity to adjoining properties and the area surrounding development. The application is supported by a Sunlight and Daylight Study carried out by Delva Patman Associates to provide an assessment of the potential impact of the development on sunlight and daylight to neighbouring properties. This assessment is based on the BRE standards set out in "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" 1991. These guidelines set out that where a scheme is designed where more than 95% of the surrounding properties do not suffer a loss greater than 20% of the BRE guidelines, that scheme may be deemed to be acceptable.

The scheme has been designed to position the proposed buildings within the site in such a way as to minimise the impact of those buildings on the existing sunlight and daylight levels of the neighbouring properties. Block A is the element of the scheme closest to existing surrounding properties and this building has therefore been positioned and designed to mitigate any adverse effects as far as possible. The building has been broken up into smaller elements of which some are moved further away from the boundary to both minimise the bulk of the building and to reduce the potential for overshadowing and overlooking. The Sunlight and Daylight Study concludes that some windows of existing properties facing the development will suffer a slight reduction in sunlight and daylight. However, this reduction is small and within the margins recommended by the BRE guidelines. As such, the scheme is not considered to result in a significant level of harm being caused to the surrounding properties sufficient to warrant refusal of the scheme.

In terms of potential overlooking, the proposed terrace/balconies in Block A have been amended and set back to avoid any direct overlooking of the properties in Weston Park, Prime Zone Mews and Haringey Park.

10. Landscaping/Ecology

The applicant has submitted an Arboricultural Implications Assessment (AIA) and an Arboricultural Method Statement (AMS) in support of the application. The AIA details a survey of the site carried out to BS5837:2005 standards as part of the extended Phase 1 habitat survey. In total, 84 trees were surveyed. Of these 8 were classified as high quality, 20 as medium quality and 54 as low quality.

The scheme includes the retention of 20 trees, which will be protected during the construction phase. Of the trees to be removed, 3 are classified in poor

condition, with the remainder being in fair condition. The majority of the trees to be removed are young or semi-mature specimens, with nine mature specimens. These trees are not considered to be key amenity trees defining landscape structure, screening or nature conservation resource, but make a secondary level of contribution.

By way of mitigation, the scheme proposes the replanting of 63 trees of suitable size and species to be agreed with the Local Planning Authority as part of a wider landscaping strategy. The replacement trees will be native semi-mature specimens of UK provenance. An aftercare programme including replacement of failed trees is required by condition.

The replanting and aftercare programme and tree protection during construction are required by condition and will all be carried out to the appropriate standards in BS5837:2005. Further details of the tree protection measures and related issues during and post construction are given in the Arboricultural Method Statement.

In terms of the ecology of the site, one tree has been observed to have the potential to support roosting bats, although none were seen during the emergence/re-entry surveys. This tree is to be retained within the scheme. Also, new roosting sites for bats may be incorporated into the scheme through the placement of bat boxes on the retained mature trees within the site.

The trees on the site also have the potential to support breeding birds. Therefore trees should only be removed outside of the breeding season, i.e. between the beginning of March and end of August. Trees should also be checked for active nests prior to removal. Bird boxes may also be fixed to trees in appropriate positions.

11. Loss of public toilets

The public toilets at the junction of Haringey Park and Hatherley Gardens are to be removed as part of the scheme in order to accommodate the re-location of an electrical sub-station which will serve both the library and the town hall. The existing sub-station needs to be moved because it is currently situated at the proposed entrance of the facilitating development. The only suitable location for the re-housing of this sub-station is where the public toilets are currently situated as the substation has to be close to Haringey Park.

It is proposed that in the interim Hornsey Town Hall will offer a like-for-like provision once the refurbishment works have been complete. In the interim, other options will be explored, with the environmental resources team, which include the possible implementation of a community toilet scheme.

12. Open spaces/play areas

A comprehensive scheme of landscaping has been developed which includes a number of open spaces, some existing and some newly created as part of the scheme. The scheme is designed to improve connectivity through the site and provide enhanced opportunities for local people to use and enjoy the area, as well as creating a pleasant setting for the development as a whole.

The principle open areas within the scheme are:

- Town Square
- Apartment squares
- Theatre gardens
- Exhibition courtyard and the library gardens

These spaces are designed with a combination of hard and soft surfaces appropriate to the location and proposed use. The grassed area and mature trees in front of the Town Hall will be retained and the railings removed in order to allow people to access and use the grassed space in an informal manner. The large hard surfaced parking area behind will be re-surfaced to provide parking/servicing facilities during the day but also allow it to act as a multifunctional open civic space for events as required, for example outdoor cinema, markets, festivals, fairs, etc. The enhanced hard surfaced area will also provide a much improved setting for the Town Hall as a listed building. The on-going management and maintenance of this space will be subject to a management and maintenance plan required by condition.

A play area is provided adjacent to Block B and the library gardens, providing a safe, stimulating area surveilled by the surrounding buildings. In total, 3,409 square metres of private and communal open space is provided within the scheme, which exceeds the Council's policy requirement for open space in new development.

13. Waste/recycling storage/collection

Waste and recycling collection arrangements have been agreed with the Council's Waste Management Service. Adequate refuse/recycling storage areas are located within the site at agreed positions which can be accessed by refuse vehicles.

The existing access to the proposed Mews houses is not adequate to allow refuse vehicles to enter and leave in a forward gear. This part of the development will therefore require a waste collection management plan detailing the arrangements by which waste/recycling will be collected. The management plan is required by condition.

14. S106 Planning Act 1990/S278 Highways Act 1980

The applicant has agreed to enter into a S106 agreement in line with advice set out in Circular 05/05 and Council policy UD8 and Supplementary Planning Guidance 10a.

The Heads of Terms to be included in the agreement will include

- Affordable housing – 4 x 4-bed units
- Public open space – future management and maintenance
- Contribution to implementation of CPZ
- Residential and workplace travel plans
- To provide 3 Car Club spaces within the development
- a refuse collection management plan for the proposed 4 Mews Houses.
- phasing plan – to ensure proposed works to the listed buildings are carried out prior to the completion of the development in line with appropriate English Heritage advice.
- Review/monitoring charge

Because it is necessary that as much of the receipt from the facilitating development as possible is used to achieve the refurbishment of the Town Hall and achieve the objectives of the Planning Brief, the scheme does not provide the level of affordable housing or education contribution that would normally be required by the current Council guidance. This approach to the development is considered appropriate here in the light of the highly sustainable benefits it will provide and considerable regenerative potential of the scheme as a whole to the local area.

In support of this reduced level of contributions, the applicant has submitted a financial appraisal prepared by Knight Frank of the proposed development. This appraisal includes the estimated costs of Phase 1 of the Town Hall restoration and conversion works and costs and values for the proposed 123 homes (including 4 homes for social renting) that are intended to generate a capital receipt to contribute 69% of the estimated Phase 1 works cost. The remaining balance of funding, approximately £3.9m, is proposed to be contributed by the Hornsey Town Hall Creative Trust through fundraising or grant applications.

The appraisal concludes that the proposed number of 123 homes is not excessive in the context of the capital receipt that is required to fund the major part of the Town Hall Phase 1 works. It also demonstrates that the provision of only 4 affordable homes in the scheme is the maximum that can reasonably be required for this development given the overriding planning objective of achieving the restoration of the Town Hall. On the same basis, the appraisal shows that the scheme cannot support any other funding obligations to mitigate the impacts, eg. on local schools capacity, of the proposed new residential development.

It will also be necessary for the applicant to enter into a S278 agreement under the Highways Act 1980 to:

- upgrade the footway and implement a new vehicular access on Haringey Park and the conversion of the vehicular access in Weston Park. The applicant must contribute a sum of £60,000 (sixty thousand pounds), the estimated cost of construction of new access to the development and improving the footways on Haringey Park and Weston Park.

15. Equalities Impact Assessment

Equality Impact Assessment is a duty on public bodies which derives from the Race Relations (Amendment) Act 2000 and is now a requirement of the Disability Discrimination Act 2005 and the Equality Act 2006 in respect of the Gender Duty. There currently is no duty on public bodies to carry out impact assessments with regards to age, and sexual orientation. However under the requirements of the Equality Standard for Local Government and as part of our Generic Equality Scheme Haringey have made a commitment to extend the EIA process to include these strands. This means that in Haringey all Equality Impact Assessments now cover all six strands, which are age, disability, gender, ethnicity, religion or belief and sexual orientation.

The Council has adopted a procedure for Equalities Impact Assessment (EIA) to provide a thorough and systematic analysis of a policy, procedure or strategy, to estimate the likely equality implications either on implementation or when making changes to an existing policy, function or service.

EIA's are intended to

- Increase participation and inclusion
- Change the culture of public decision making, and
- Encourage a more proactive approach to the promotion of equality within public policy development.

In order to identify the potential impacts on different groups, customers and staff are segmented by the following equality strands:

- Age
- Disability
- Gender
- Ethnicity
- Religion or belief
- Sexual orientation

The Equality Standard for Local Government is a Best Value performance indicator which is moving to a National Equality framework from April 2009. The Equality Standard has five levels and level 2 requires Local Authorities to carry out Equality Impact Assessments. It is essential therefore that the Council is able to demonstrate how impact assessments have improved the delivery of services and promote equalities for the recipients. The council

accepts that it is required to discharge its duty under S71 of the Race Relations Act 1976, as amended by the Race Relations (Amendment) Act 2000 when making the decisions relating to planning applications.

With regard to this development, an Equalities Impact Assessment (EIA) has already been carried out at the initial stage of the project and approved by the Council's Equalities Team. The key issue to date has been about disability access and this has been consulted on and addressed in the design and access proposals submitted. In the next stages of project development the EIA will be refined to assess the operating business model. We will require a revised EIA, based on an assessment of the business plan, to be approved prior to the commencement of works. The revised EIA will address the issues of age, disability, gender, ethnicity, religion or belief and sexual orientation as required by the Council EIA procedures.

SUMMARY AND CONCLUSION

The application site comprises the former Hornsey Town Hall complex including the Broadway annex, Mews buildings and town square to the front, clinic building, substation, car park and gardens to the rear, and the open space on the corner of Haringey Park and Hatherley Gardens. The site is located within the Crouch End Conservation Area. Hornsey Town Hall is on the English Heritage Buildings at Risk register.

Plans for the redevelopment of Hornsey Town Hall have been developed over a number of years. Based on the conservation plan and planning brief prepared in 2004. The vision for the Brief was:

“the creation of an interesting, lively focal point for Crouch End through the creation of an integrated complex of buildings, which promote a varied and vibrant mix of community, cultural, arts, leisure, business and residential uses through appropriate refurbishment and further facilitating development.”

In 2007, the Hornsey Town Hall Creative Trust (HTHCT) was established to take on the stewardship and management responsibilities for the new facilities at Hornsey Town Hall. One of HTHCT's key responsibilities has been to commission a business plan to ensure the viable and sustainable future of the Town Hall.

A request for a screening opinion was submitted under the Environmental Impact Assessment Regulations 1999 in August 2009. The Council considered the development to fall within Schedule 2 of the regulations having regard for the criteria set out in Schedule 3. The Council assessed the proposal under the terms of the regulations and decided an Environmental Impact Assessment would not be required.

This application is one of a suite of applications covering planning permission, listed building consent and conservation area consent.

This application for planning permission proposes:

- Refurbishment and conversion of the Town Hall building into a centre for the arts and enterprise activities for the benefit of the community,
- Refurbishment an extension of the Broadway annexe East part into commercial office and retail space, and
- Residential facilitating development comprising 123 units, (35x1-bed, 61x2-bed, 20x3-bed, 3x4-bed flats and 4x4-bed houses), and associated parking at basement level. Part of this residential accommodation is accommodated in the existing Town Hall building (east wing and link building), the Broadway annexe (west part) and Mews.

44 responses have been received from local people at the time of writing this report. Many of the responses express support for the scheme in terms of refurbishing and re-using the Town Hall. This reflects the results of the exhibition in June 2009. The main concerns expressed from the consultation responses are i) the amount of housing being proposed within the scheme, and ii) the level of car parking proposed.

The primary objective of the Town Hall project is to secure the refurbishment and re-use of Hornsey Town Hall, its related buildings and its setting, both to secure the fabric of the building and remove it from English Heritage Buildings at Risk register and to bring the building back into use as a community arts and leisure facility. In order to achieve this outcome, a facilitating residential development is necessary to generate the necessary capital receipt from the sale of the land to achieve the refurbishment works and the enhancement of the public realm. Commercial income from the Broadway Annexe East part will support the running of the Town Hall.

The applicant has submitted a financial appraisal prepared by Knight Frank of the proposed development which has been separately assessed. The appraisal uses the 'Three Dragons' financial appraisal toolkit as preferred by the GLA and all London local planning authorities.

It is essential that as much of the receipt from the facilitating development as possible is used to achieve the refurbishment of the Town Hall, and so achieve the vision and objectives set out in the planning Brief and conservation plan. To enable the receipt generated by the facilitating development to go as far as possible to achieving all the elements of the Conservation Plan and Planning Brief, it is considered that it is appropriate in this case not to require the scheme to provide the other elements that would normally be expected to be provided as part of a scheme of the size and nature. Therefore, the scheme does not provide the level of affordable housing or education contribution that would be required by the current Council guidance.

Parking is identified as a major concern of local people from the consultation responses received to the application. Crouch End is recognised as suffering from high levels of parking pressure with little or no on-street parking space being available within the area surrounding the development site. A Controlled Parking Zone (CPZ) is proposed to be introduced in the Crouch End area at the beginning of 2011. As the CPZ will be in place by the time this development, should it be approved, commences, the scheme is proposed to be “car-free”, i.e. future residents of the development will not be eligible to purchase permits to park in the CPZ.

In addition to making the development “car-free”, the residential and workplace travel plans referred to earlier will set out defined approaches and specify measures to encourage a reduced dependence on the private car for both the new residential and commercial elements of the scheme. In addition to the travel plans, vehicle management plans covering construction vehicle movements, deliveries and events vehicle movements are required.

The applicant has agreed to enter into a S106 agreement in line with advice set out in Circular 05/05 and Council policy UD8 and Supplementary Planning Guidance 10a.

The Heads of Terms to be included in the agreement will include:

- Affordable housing – 4 x 4-bed units
- Public open space – future management and maintenance
- Contribution to implementation of CPZ
- Residential and workplace travel plans
- 3 on-site Car Club spaces
- Phasing plan – to ensure proposed works to the listed buildings are carried out prior to the completion of the development
- Review/monitoring charge

Also, a S278 agreement under the Highways Act 1980 to: upgrade the footway and implement a new vehicular access on Haringey Park and the conversion of the vehicular access in Weston Park.

In conclusion, the proposal for the refurbishment of the Town Hall buildings and facilitating development is considered to be acceptable and meet the requirements of the relevant national and local policies and guidance. The scheme is therefore recommended for approval subject to conditions and a S106 Agreement.

RECOMMENDATION 1

That planning permission be granted in accordance with planning application reference number HGY2010/0500 subject to a pre-condition that the applicant shall first have entered into an agreement or agreements with the Council [under Section 106 of the Town and Country Planning Act 1990 (as amended) and S278 of the Highways Act 1980 in order to secure:

- Affordable housing – 4 x 4-bed units
- Public open space – future management and maintenance
- Contribution to implementation of CPZ
- Residential and workplace travel plans
- 3 on-site Car Club spaces
- Phasing plan – to ensure proposed works to the listed buildings are carried out prior to the completion of the development
- Review/monitoring charge
- upgrade the footway and implement a new vehicular access on Haringey Park and the conversion of the vehicular access in Weston Park, (S278 Highways Act 1980).

RECOMMENDATION 2

That, following completion of the agreements referred to in recommendation 1, planning permission be granted in accordance with the planning application
Registered No. HGY/2010/0500

Applicant's drawing Nos. 1298-BA-G200-E-S-310, 1298-BA-G200-E-S-311, 1298-BA-G200-P-00-300, 1298-BA-G200-P-01-301, 1298-BA-G200-P-02-302, 1298-BA-G200-P-RF-304, 1298-BA-G200-XE-S-310, 1298-BA-G200-XE-S-311, 1298-BA-G200-XP-00-300, 1298-BA-G200-XP-01-301, 1298-BA-G200-XP-02-302, 1298-BA-G200-XP-RF-303, 1298-BA-JC20-XP-00-300, 1298-BA-JC20-XP-01-301, 1298-BA-JC20-XP-02-302, 1298-BA-JC20-XP-RF-303, 1298-FD-G200-P-00-551, 1298-FD-G200-P-01-552, 1298-FD-G200-P-02-553, 1298-FD-G200-P-03-554, 1298-FD-G200-P-04-555, 1298-FD-G200-P-LG-550, 1298-FD-G200-P-RF-556, 1298-FD-G200-P-TY-530, 1298-FD-G200-P-TY-531, 1298-FD-G200-P-TY-532, 1298-FD-G200-P-TY-533, 1298-FD-G200-P-TY-534, 1298-FD-G200-P-TY-535, 1298-FD-G200-P-TY-536, 1298-FD-G200-P-TY-537, 1298-FD-G200-P-TY-538, 1298-FD-G200-P-TY-539, 1298-FD-G200-P-TY-540, 1298-FD-G200-P-TY-541, 1298-FD-G200-P-TY-542, 1298-FD-G200-P-TY-543, 1298-FD-G200-P-TY-544, 1298-FD-G200-P-TY-546, 1298-FD-G200-P-TY-547, 1298-FD-G200-P-TY-548, 1298-FD-G200-P-TY-549, 1298-FD-G200-P-TY-551, 1298-FD-G200-P-TY-552, 1298-FD-G200-P-TY-553, 1298-FD-G200-P-TY-554, 1298-FD-G200-P-TY-560, 1298-FD-G200-P-TY-561, 1298-FD-G200-P-TY-562, 1298-FD-G200-P-TY-563, 1298-FD-G200-P-TY-564, 1298-FD-G200-P-TY-565, 1298-L-G710-P-00-

901, 1298-L-G710-P-00-902, 1298-L-G710-P-00-903, 1298-MD-G200-E-N-760, 1298-MD-G200-P-00-700, 1298-MD-G200-P-01-701, 1298-MD-G200-P-02-702, 1298-MD-G200-P-RF-703, 1298-MD-G200-P-TY-800, 1298-MD-G200-P-TY-801, 1298-MD-G200-P-TY-802, 1298-MD-G200-S-AA-770, 1298-Rendered-Elevations-A1, 1298-TH-G200-E-E1-162, 1298-TH-G200-E-E2-164, 1298-TH-G200-E-N-161, 1298-TH-G200-E-S1-163, 1298-TH-G200-E-S2-165, 1298-TH-G200-E-W1-160, 1298-TH-G200-P-00-102, 1298-TH-G200-P-00-103, 1298-TH-G200-P-01-104, 1298-TH-G200-P-01-105, 1298-TH-G200-P-02-106, 1298-TH-G200-P-02-107, 1298-TH-G200-P-LG-100, 1298-TH-G200-P-LG-101, 1298-TH-G200-P-RF-108, 1298-TH-G200-P-RF-109, 1298-TH-G200-S-AA-180, 1298-TH-G200-S-BB-181, 1298-TH-G200-S-CC-182, 1298-TH-G200-S-DD-183, 1298-TH-G200-S-EE-184, 1298-TH-G200-S-FF-185, 1298-TH-G200-S-GG-186, 1298-TH-G200-XE-E1-162, 1298-TH-G200-XE-E2-164, 1298-TH-G200-XE-N1-161, 1298-TH-G200-XE-S1-163, 1298-TH-G200-XE-S2-165, 1298-TH-G200-XE-W1-160, 1298-TH-G200-XP-00-102, 1298-TH-G200-XP-00-103, 1298-TH-G200-XP-01-104, 1298-TH-G200-XP-01-105, 1298-TH-G200-XP-02-106, 1298-TH-G200-XP-02-107, 1298-TH-G200-XP-LG-100, 1298-TH-G200-XP-LG-101, 1298-TH-G200-XP-RF-108, 1298-TH-G200-XP-RF-109, 1298-TH-G200-XP-RF-110, 1298-TH-G200-XS-AA-180, 1298-TH-G200-XS-BB-181, 1298-TH-G200-XS-CC-182, 1298-TH-G200-XS-DD-183, 1298-TH-G200-XS-EE-184, 1298-TH-G200-XS-FF-185, 1298-TH-G200-XS-GG-186, 1298-TH-JC20-XP-00-202, 1298-TH-JC20-XP-00-203, 1298-TH-JC20-XP-01-204, 1298-TH-JC20-XP-01-205, 1298-TH-JC20-XP-02-206, 1298-TH-JC20-XP-02-207, 1298-TH-JC20-XP-LG-200, 1298-TH-JC20-XP-LG-201, 1298-TH-JC20-XP-RF-208, 1298-TH-JC20-XP-RF-209, 1298-Z0-G100-P-00-SITE-002, 1298-Z0-G100-P-00-SITE-003, 1298-Z0-G100-P-LG-SITE-001, 1298-Z0-G100-P-SITE-000, 1298-Z0-G100-P-SITE-010, 1298-Z0-G100-S-BB-015, 1298-Z0-G100-S-CC-016, 1298-Z0-G100-S-FFGG-030, 1298-Z0-G100-S-KK-024, 1298-Z0-G100-S-LL-025, 1298-Z0-G100-S-MM-026, 1298-Z0-G100-S-NN-027, 1298-Z0-G100-S-OO-028, 1298-Z0-G100-S-PP-029, 1298-Z0-G100-XS-BB-027, 1298-Z0-G100-XS-FF-023, 1298-Z0-G100-XS-LL-025, 1298-Z0-G100-XS-MM-026, 1298-Z0-JC20-P-RF-SITE-004

Subject to the following 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 complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. Samples of all materials to be used for the external surfaces 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 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.

4. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. 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 maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local 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.

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. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard the trees in the interest of visual amenity of the area.

7. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

8. Details of the proposed foundations in connection with the development hereby approved and any excavation for services shall be agreed with the Local Planning Authority prior to the commencement of the building works.

Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity.

9. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

10. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

11. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the

submission of a particular planning application to the Local Planning Authority for its determination.

Reason: To avoid overdevelopment of the site.

12. Prior to the commencement of the development hereby approved, a construction vehicle management plan providing specific details of all construction vehicle activity related to the development, including vehicle numbers, size, type and frequency visiting the site, access and egress arrangements, routing and hours of operation, shall be submitted to and approved in writing by, the Local Planning Authority.

Reason: to protect the amenity of nearby residents and the surrounding area.

13. Prior to the commencement of the development hereby approved, a demolition management plan detailing the method of demolition, all construction vehicle activity related to demolition works, noise, dust and vibration mitigation measures associated with the development hereby approved shall be submitted to, and approved in writing by the Local Planning Authority

Reason: to protect the existing amenity of the surrounding area.

14. The contractor on site shall ensure that all due care is taken to secure and protect the historic fabric of the Listed buildings from damage during the course of the works hereby approved, including any sound materials or elements of structure, that may be temporarily taken down and out to one side, will afterwards be re-erected as part of the repair and re-instatement works.

Reason: To secure the proper repair and re-instatement of the Hornsey Town Hall building and to ensure the overall development is of high quality standard to preserve the character and appearance of the Crouch End Conservation Area.

15. A phased programme for the works shall be submitted for the agreement of the council in consultation with English Heritage. No works of demolition or development must take place prior to a programme of works being submitted for the agreement and approved in writing by the Council in consultation with English Heritage. Such phases should take place in logical sequence beginning with repairs to the structure and external envelope, and in accordance with the agreed programme of works. The Phase 1 works of repair and refurbishment to the Town Hall shall be carried out and completed prior to the first occupation of the new residential development comprising Blocks A and B.

Reason: to ensure the proper phasing and completion of the development.

16. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

17. Notwithstanding the details contained within the documents hereby approved, full details of the artificial lighting scheme for the public realm courtyards and open areas within the scheme, vehicle routes and parking areas, pedestrian routes and designated community amenity open space shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

18. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

19. Notwithstanding the details contained within the documents hereby approved, residential and workplace travel plans and delivery and events parking/servicing vehicle management plans, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the residential accommodation hereby approved.

Reason: To ensure the proper ongoing vehicle management of the development.

20. That three (3) car club spaces shall be provided on-site for residents of the development hereby approved prior to the first occupation of the residential accommodation hereby approved.

Reason: to encourage the use of sustainable travel by residents of the development.

21. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

22. Prior to first occupation of the residential accommodation hereby approved, a statement demonstrating energy efficient measures including design, building fabric improvements, use of on-site equipment and where applicable connection to decentralised energy networks for reduction in fossil fuel use and CO2 emissions in line with an energy statement shall be submitted to and approved by the Local Planning authority and shall be implemented prior to the occupation of the dwellings hereby permitted and be maintained thereafter for the life of the development.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

23. Prior to first occupation of the residential dwellings hereby approved, a statement demonstrating consistency with the submitted Energy Statement Assessment, which indicates the use of renewable technologies on site will lead to 20% reduction in predicted CO2 emissions (measure against a base building according to 2006 Building Regulations), shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with any written approval given by the LPA.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

24. Prior to first occupation of the residential dwellings hereby approved, a certificate demonstrating consistency with the proposed and approved Code Level for Sustainable Homes shall be submitted to and approved in writing by the Local Planning authority and thereafter implemented in accordance with any written approval given by the Local Planning authority.

Reason: To ensure the development incorporates on-site renewable energy generation and in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy.

25. The A1, A2, A3 and A4 uses hereby permitted shall not be operated before 0800 or after 2300 hours on any day.

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.

26. That a management plan for the use and operation of the Town Square, including type and frequency of events and activities proposed, hours of operation and service/delivery vehicle movements shall be submitted to and approved in writing by, the Local Planning Authority prior to the use of the Town Square for these purpose.

Reason: to ensure the satisfactory management of the Town Square and related activities and events.

27. That prior to the occupation of the first residential units, two (2) electric car charging points be provided on site for the use of the development hereby approved.

Reason: to encourage the use of sustainable travel by residents of the development.

28. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

29. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

30. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation including an archaeological project design in accordance with the appropriate English Heritage guidelines, has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure the proper archaeological protection and assessment of the site.

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

INFORMATIVE: - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant: a) Looks to ensure that new

connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution, b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils and c) looks to ensure the separation of foul and surface water sewerage on all new developments. The applicant is advised to contact Thames Water prior to the commencement of the development on 0845 850 2777.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

REASONS FOR APPROVAL

The application site comprises the former Hornsey Town Hall complex including the Broadway annex, Mews buildings and town square to the front, clinic building, substation, car park and gardens to the rear, and the open space on the corner of Haringey Park and Hatherley Gardens. The site is located within the Crouch End Conservation Area. Hornsey Town Hall is on the English Heritage Buildings at Risk register. The scheme has been assessed in the light of the relevant national and local policies and guidance and is considered to meet the requirements of those policies and guidance.