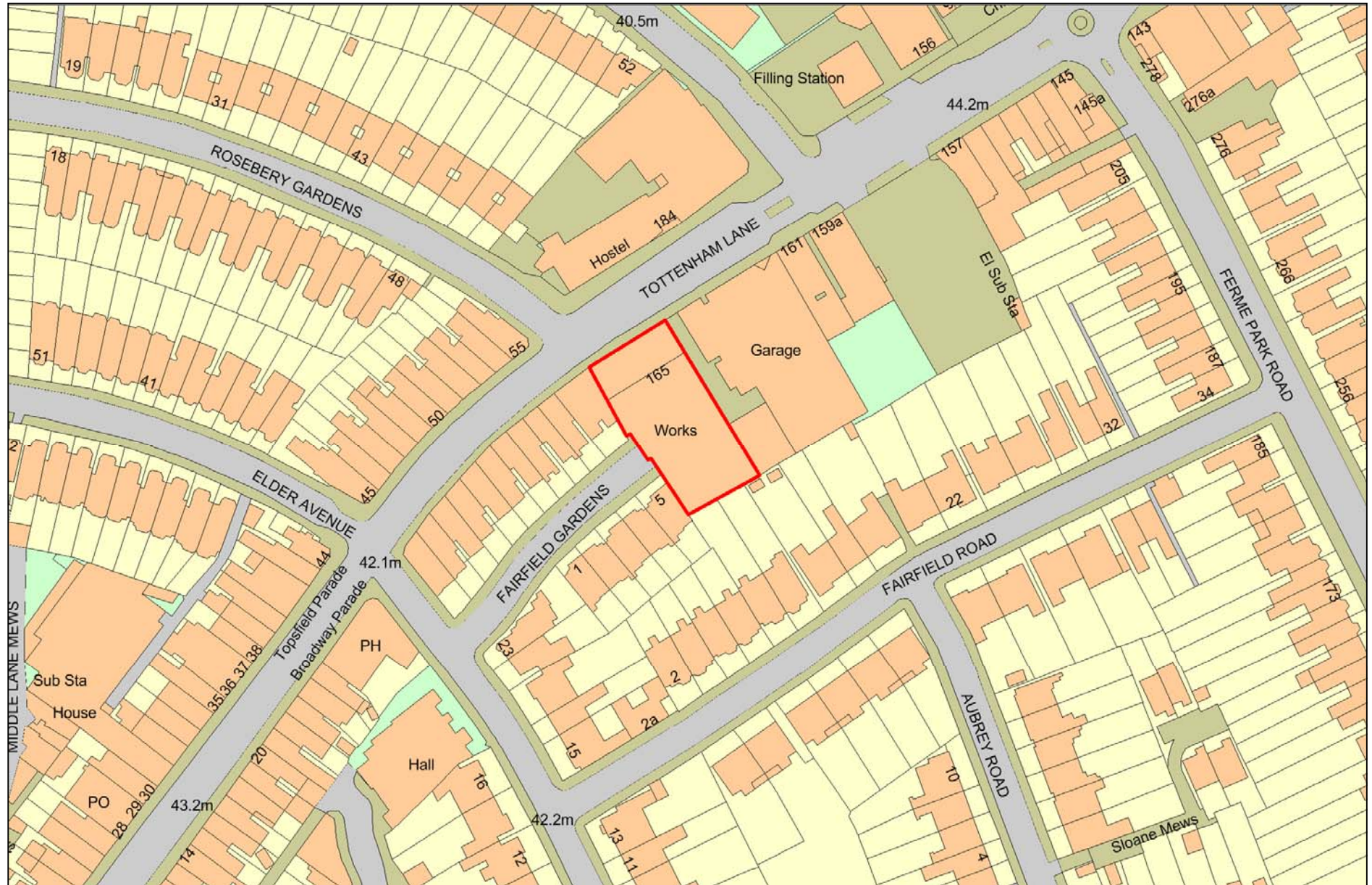


REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1984	Ward: Crouch End
Address: 165 Tottenham Lane N8 9BY	
Proposal: Redevelopment of the site to provide a 4 screen cinema (1,956sqm) (Class D2 use) with ancillary cafe / bar (Class A3/A4 uses), roof top plant, associated infrastructure and other works including proposed hours of opening: 08:00 to 00:30 hours Sunday to Wednesday and Public Holidays and 08:00 to 01:30 hours Thursdays to Saturdays.	
Existing Use: Warehouse/Offices	Proposed Use: Cinema
Applicant: Ms Lyn Goleby Picturehouse Cinemas Ltd	
Ownership: Private	
Date received: 27/09/2013	Last amended date: 13/11/2013
Drawing number of plans: DE01, 02, 03, 04, 05, 06, 07, EX01, 02, 03, 04, 05, 06, 07 Rev A, 10, 11, 12, 13, P02, 03, 04, 05, 06, 07, 08, 10, 11, 12 & 13.	
Case Officer Contact: Aaron Lau	
PLANNING DESIGNATIONS:	
Crouch End Conservation Area	
RECOMMENDATION	
GRANT PERMISSION subject to conditions and the signing of a Section106 legal agreement	
SUMMARY OF REPORT:	
<p>The proposed redevelopment of the site at No. 165 Tottenham Lane is acceptable as the strategic, community and cultural regeneration benefits it would bring at this end of Crouch End town centre would significantly outweigh potential parking impacts caused by the proposal. A Section 106 agreement and conditions would ensure the implementation of a travel plan which sets out mitigation measures to reduce customer parking, and ensures a periodic review of parking conditions. The provision of cycle storage within the site would also help promote sustainable modes of travel over the private motor vehicle. The design and form of the proposal is considered compatible within its local and wider conservation area setting, and has been inclusively designed for disabled users. The applicant has demonstrated that the proposal would not give rise to any significant degree of noise, vibration, disturbance or the loss of daylight/sunlight and outlook impacts upon adjoining residential properties, and would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions.</p>	

1.0 SITE PLAN



2.0 DRAWINGS & IMAGES



Existing front facade 1



Existing front facade 2



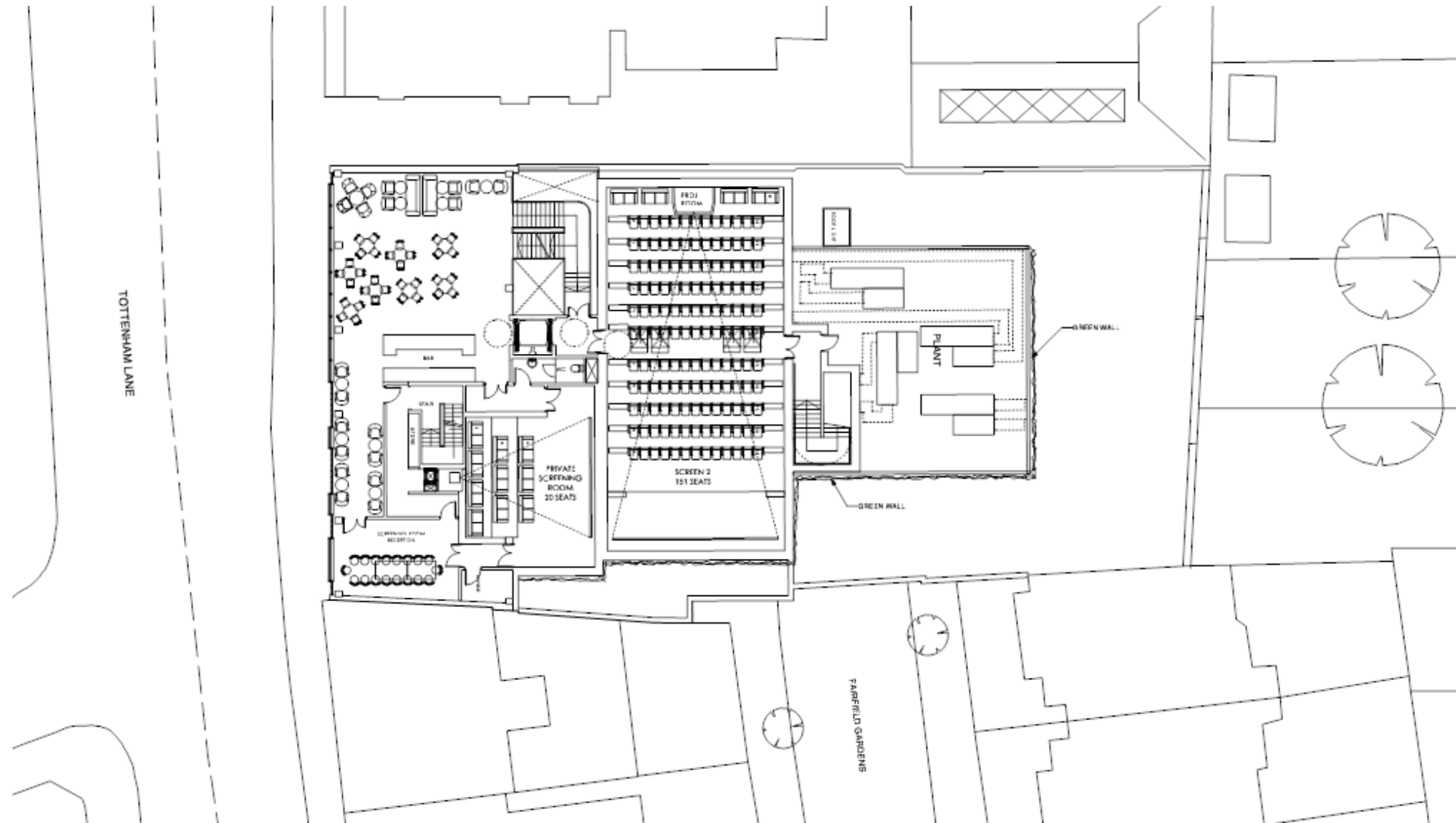
Existing rear (Fairview Gardens)



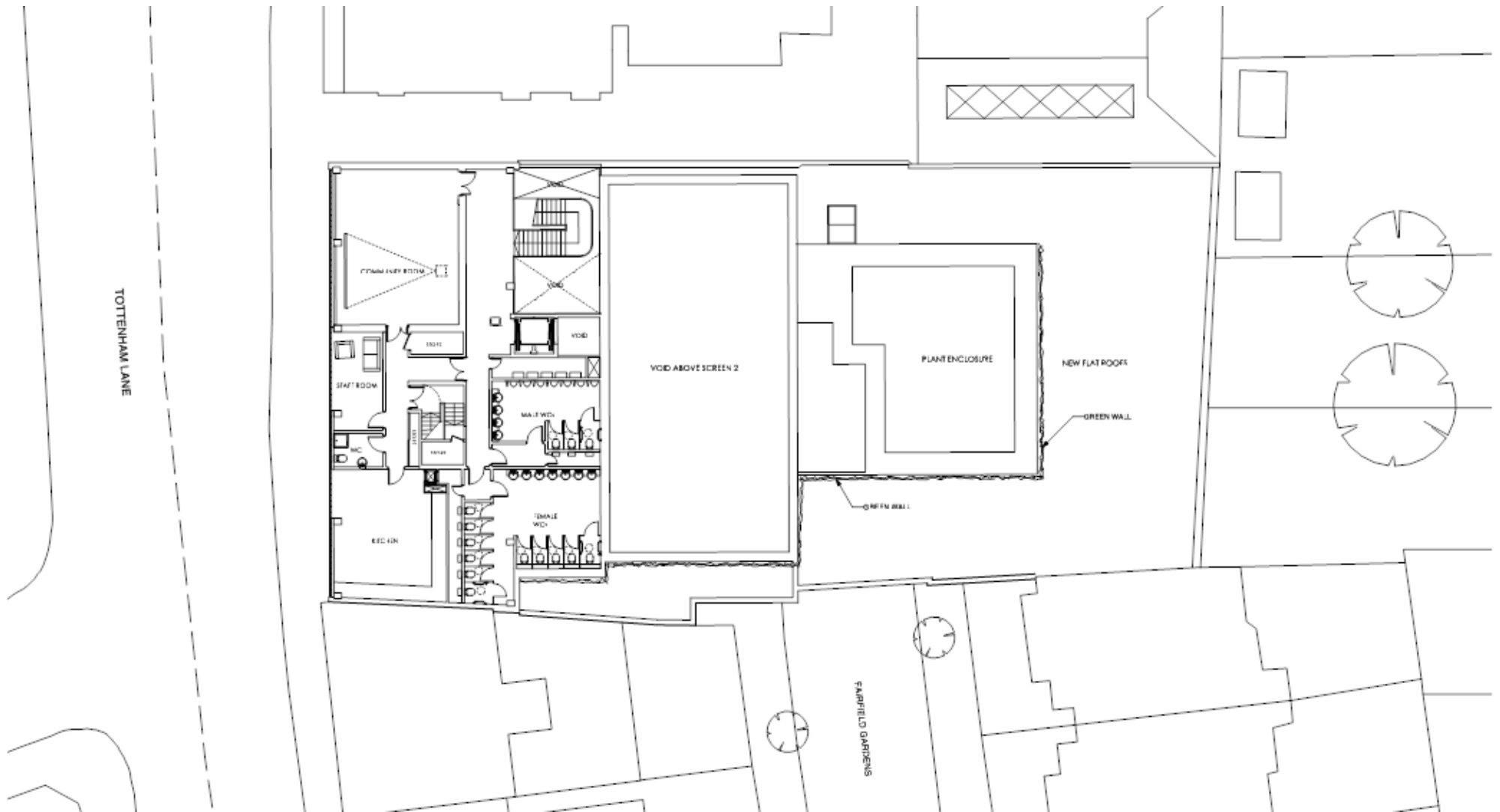
Existing warehouse roofs



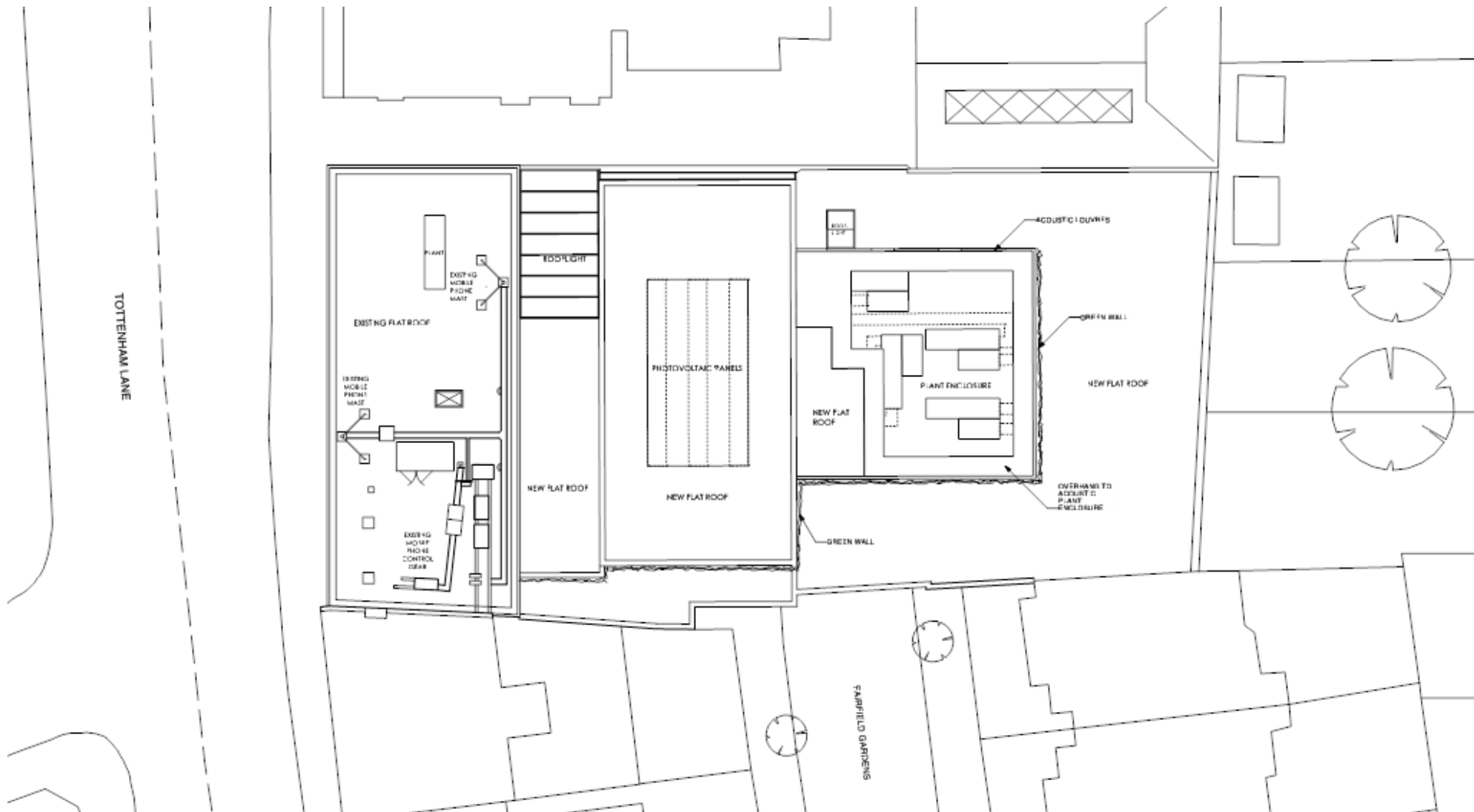
Proposed ground floor plan



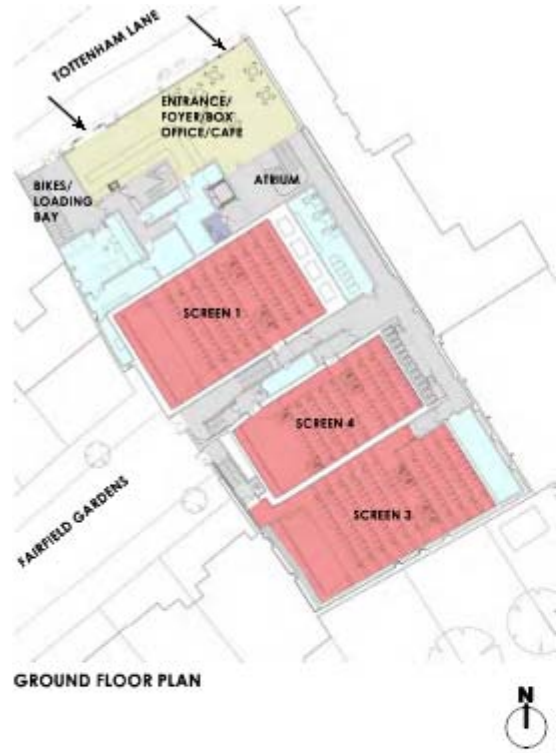
Proposed first floor plan



Proposed second floor plan



Proposed roof plan



GROUND FLOOR PLAN



FIRST FLOOR PLAN



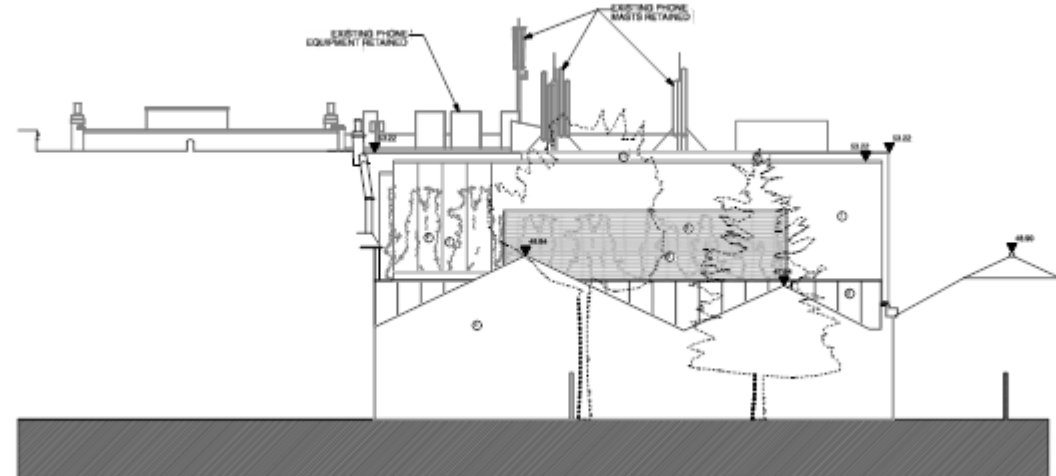
SECOND FLOOR PLAN

General layout



PROPOSED NORTH ELEVATION |

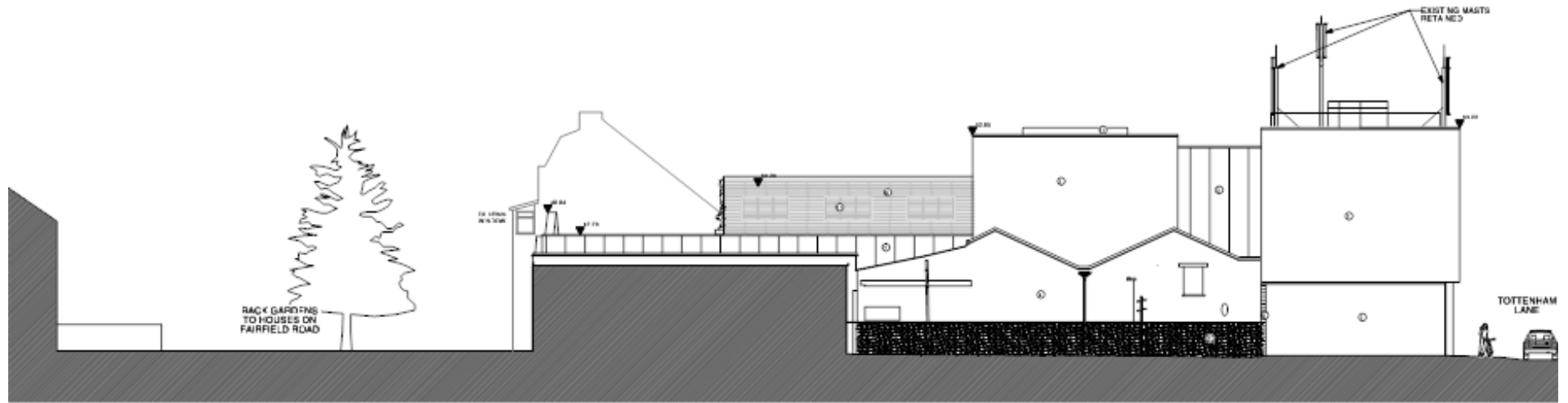
EXISTING PHONE MAST : EQUIPMENT RETAINED



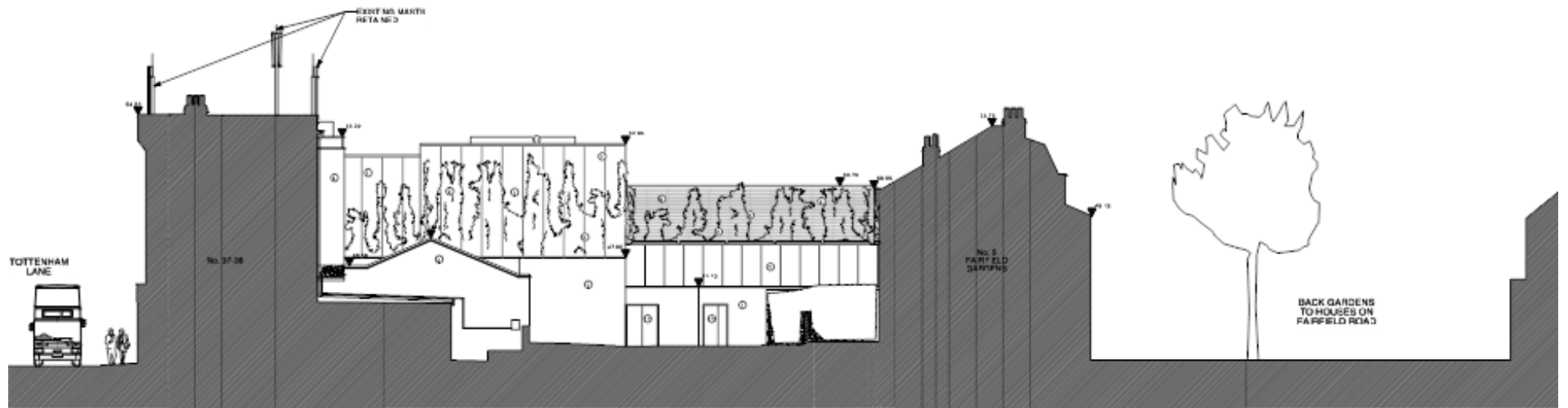
PROPOSED SOUTH ELEVATION |

Proposed north and south elevations

00000 00 00 000 0



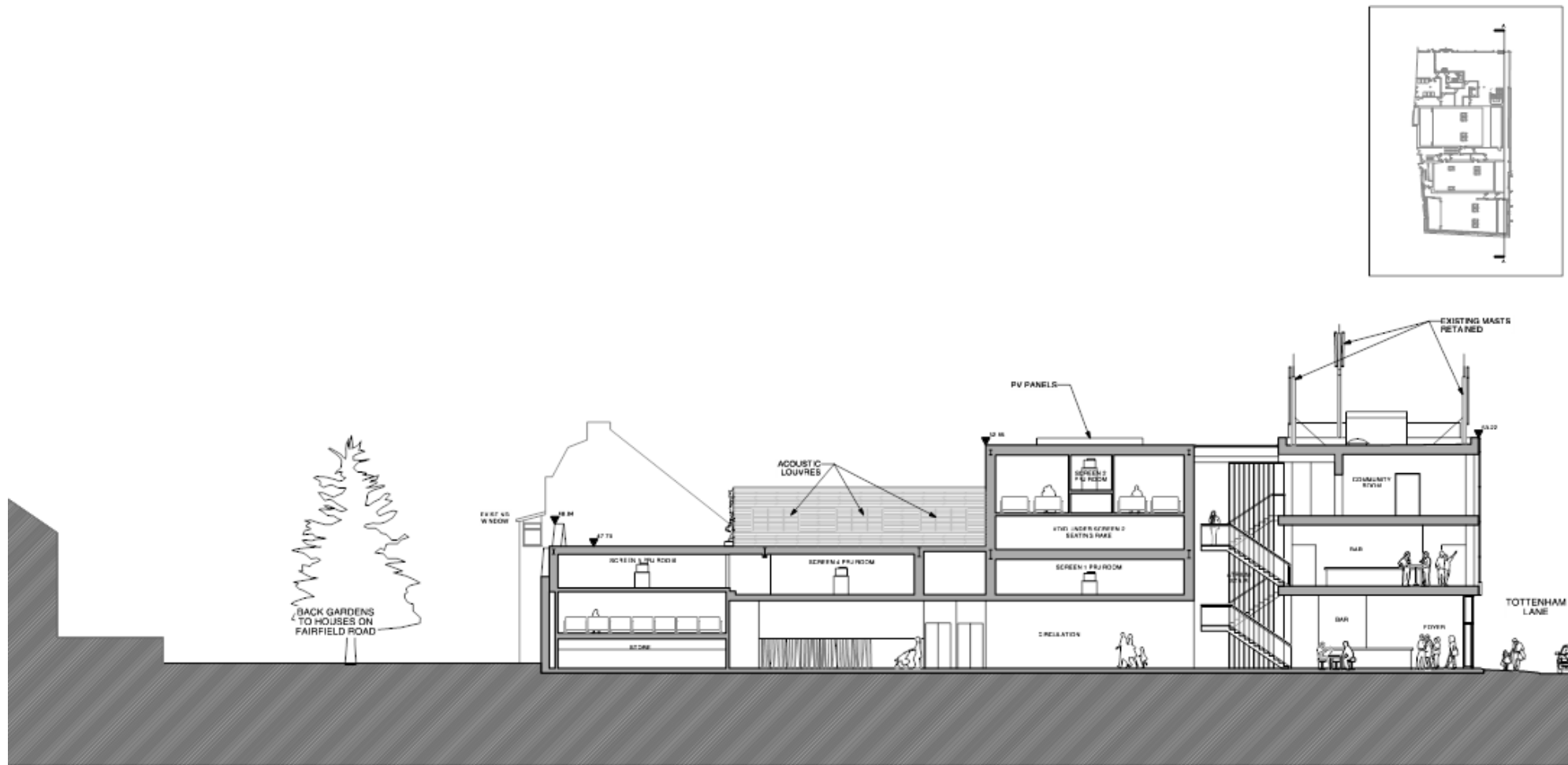
PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

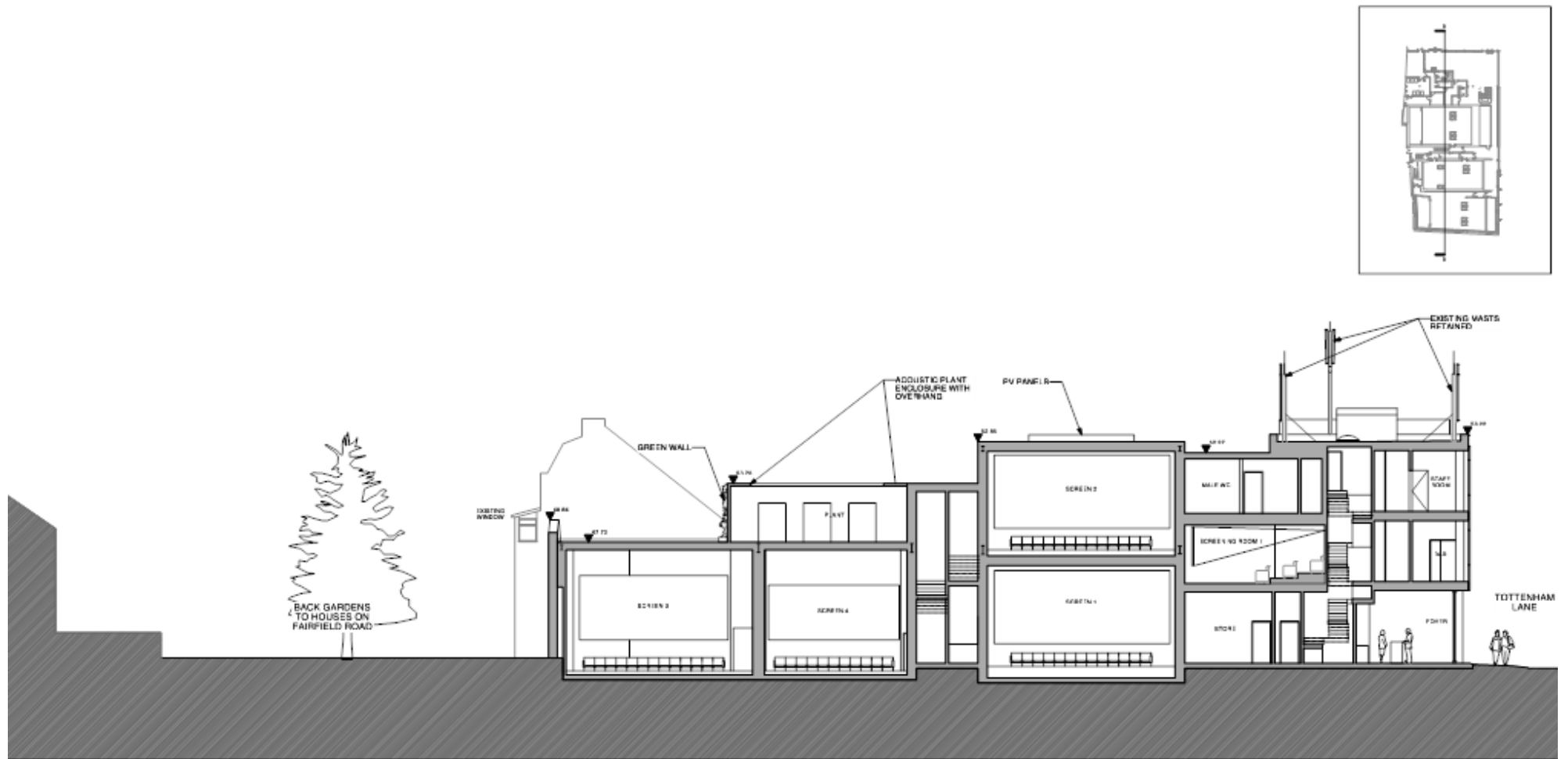
Proposed east and west elevations

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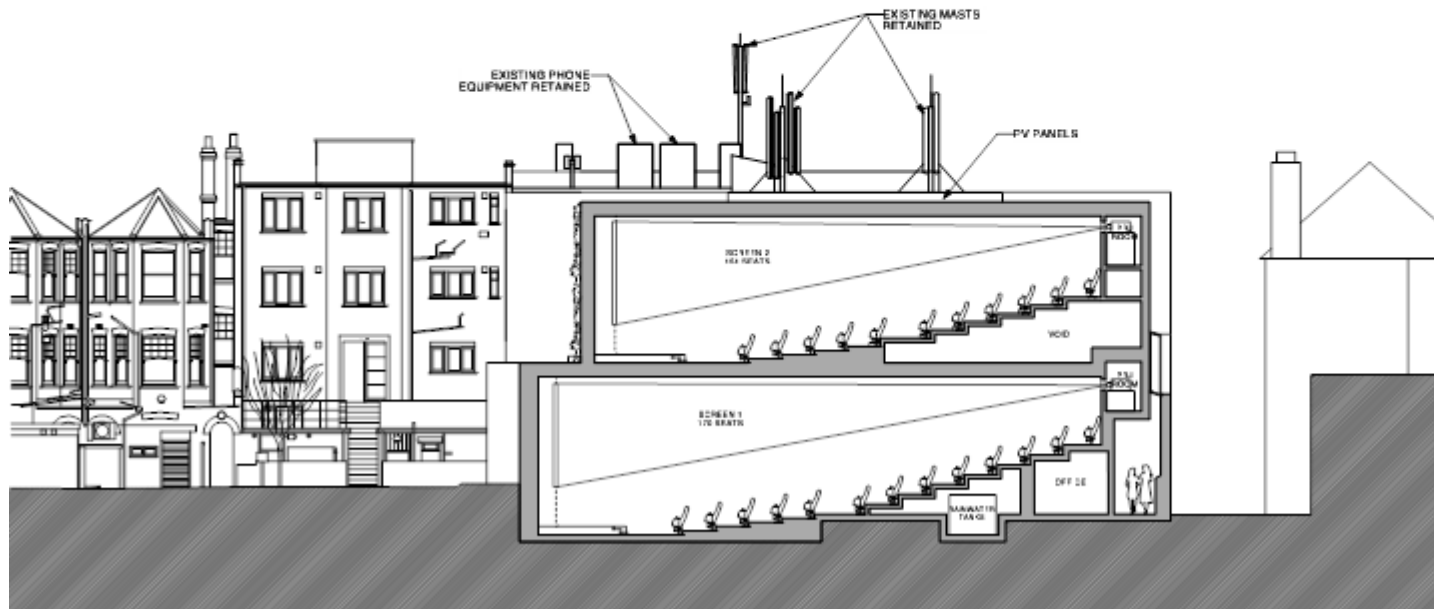
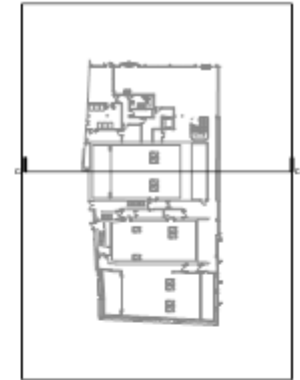
Proposed Section A-A

Section A



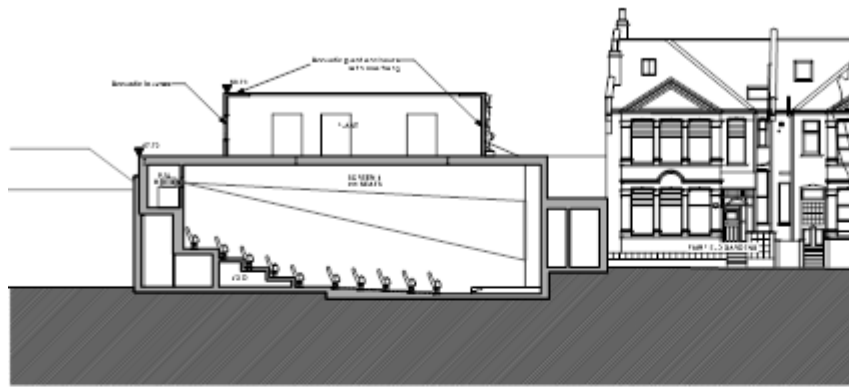
Proposed Section B-B

Section B

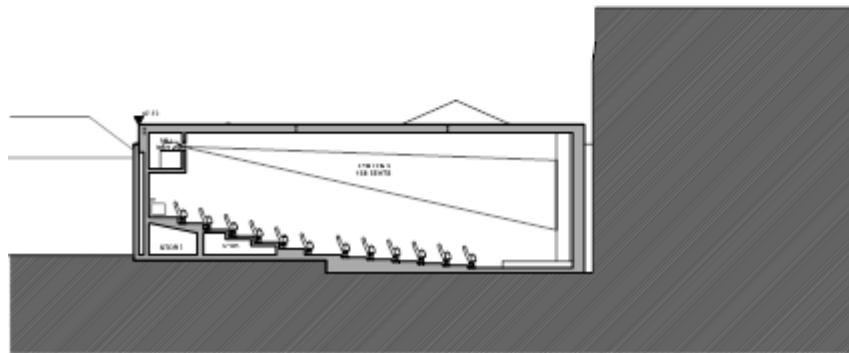
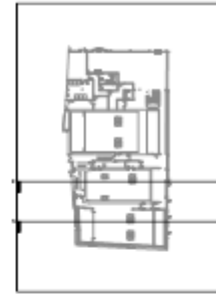


Proposed Section C-C

Section C



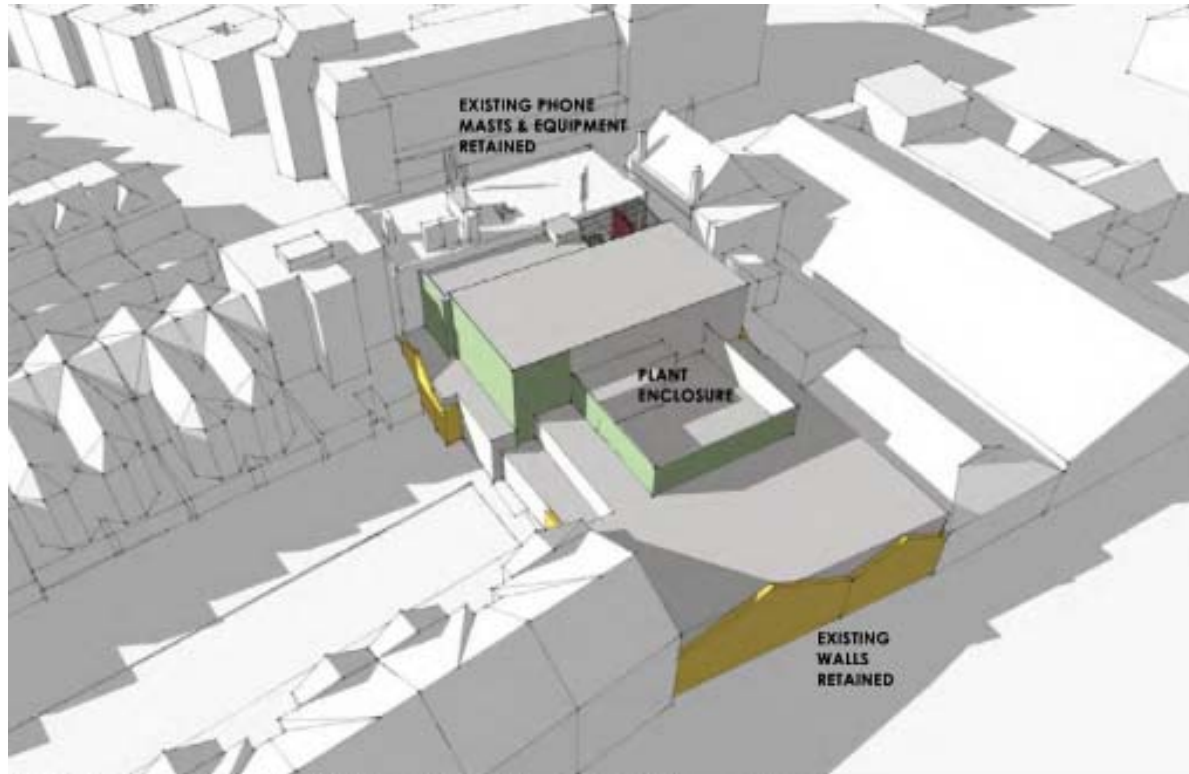
Proposed Section E-E



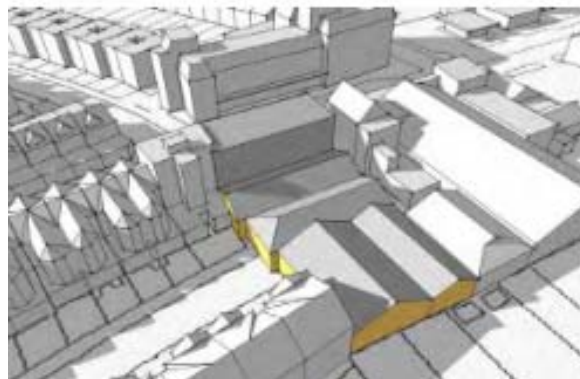
Proposed Section D-D

Sections D & E

01 ARCHITECTURE



Proposed Massing - Retained Perimeter Walls annotated in Yellow - Planted Walls Shown in Green



Existing and proposed massing showing the volume stepping down towards rear gardens and also Fairfield Gardens

Proposed massing



Proposed facade



Proposed Fairfield Gardens view

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is rectangular in shape and is located on the south side of Tottenham Lane and at the eastern end of Fairview Gardens. The site also abuts the eastern property boundary of No. 5 Fairview Gardens, the rear gardens of Nos. 10 to 14 Fairfield Road and the western property boundary of the adjacent garage/carwash on Tottenham Lane. North London YMCA (formerly YMCA Hornsey), a part three-storey, part four-storey brick building lies opposite the site and on the northern side of Tottenham Lane.
- 3.2 Tottenham Lane consists of predominantly three-storey terraced buildings comprising ground floor commercial/offices with residential/ancillary use to the ground floor above. In contrast, the streets off Tottenham Lane, namely Elmfield Avenue, Rosebury Gardens, Elder Avenue and Ferme Park Road are residential in character.
- 3.3 The site comprises a three-storey office building with undercroft parking via an existing crossover fronting onto Tottenham Lane, with a single-storey warehouse building at the rear.
- 3.4 The land has no specific land allocations or policy constraints. However, it does lie on the edge of Crouch End district centre which is situated to the west and Crouch End Conservation Area to the south.
- 3.5 A Picturehouse cinema previously existed at the site in 1911, but the cinema ceased operating following the outbreak of World War II. The site has since been used as offices and a warehouse.

4.0 PROPOSAL

- 4.1 The proposal is for redevelopment of the site to provide a 4 screen cinema (1,956 sq.m.) (Class D2 use) with ancillary cafe / bar (Class A3/A4 uses), roof top plant, associated infrastructure and other works.
- 4.2 The 4 screen cinema will provide a total of 590 seats comprising: Screen 1 - 170 seats; Screen 2 - 151 seats; Screen 3 - 158 seats; and Screen 4 - 111 seats. A private 20 seat screen is also provided.
- 4.3 The existing floor space yields a gross internal area of 1,620 sq.m. The proposal will increase the current floor space by 336 sq.m. giving a new total gross internal floorarea of 1,956 sq.m.
- 4.4 An external plant room to house the air source heat pumps, mechanical plant and solar pv panels will be installed on the roof.
- 4.5 The existing telecommunication roof antennas will be retained.
- 4.6 The fire exits on Fairfield Gardens are to be used for emergency use only and not for customers to exit the building. They will be clearly signed and alarmed.

- 4.7 The existing building structure will be retained. The front facade will be constructed out of a translucent Kalwall material and the extensions to the rear will be built out of bricks with a wired mesh to achieve a green wall.
- 4.8 No off-street parking is proposed.
- 4.9 30 covered cycle spaces located within the front of the building are proposed. The applicant is currently preparing a marketing plan to promote the uptake of cycling to all their cinemas in London. This includes advertising in brochures, the website and through social media as well as on-site.
- 4.10 The existing employment associated with the current office/warehouse use is 20 full-time and 3 part-time employees
- 4.11 The new cinema development will create approximately 20 full-time and 60 part-time jobs.
- 4.12 The proposed hours of opening are 08:00 to 00:30 hours daily Monday to Friday, 08:00 to 01:30 Saturdays and closed on Sundays and Public Holidays.
- 4.13 Two screenings will be shown in the evenings: the first screening to be at approximately 6pm and the second screening to be at approximately 9pm. The 9pm screenings will end at approximately 11 to 11.30pm, but the 3 hr films will end between midnight and 1.30am. These screening hours are typical of other existing Picturehouse Cinemas in Clapham and Brixton.
- 4.14 Picturehouse will provide food and drinks in the cafe/bar, and the screens will be licensed to enable patrons to take drinks into the screenings which is standard practice of existing independant/arthouse establishments. It is the applicant's business practice that its bars/cafes do not offer special mutiple deals to discourage increased alcohol consumption. According to the applicant, Picturehouse cinemas rarely have instances of intoxicated customers.
- 4.15 The cinema will be available to hire to the local community in the mornings and early afternoons. The community room will also be available to hire.

5.0 PLANNING HISTORY

5.1 Planning Application History

HGY/2009/0755 - Installation of antennae and equipment cabinets on rooftop of building. – refused 09/07/2009

HGY/1991/1056 – Formation of a vehicular crossover to a classified road - approved 11/11/1991

5.2 Planning Enforcement History

None

6. RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework, March 2012

Chapter 1	Building a strong, competitive economy;
Chapter 2	Ensuring the vitality of town centres;
Chapter 4	Promoting sustainable transport;
Chapter 7	Requiring good design;
Chapter 8	Promoting healthy communities; and
Chapter 10	Meeting the challenge of climate change, flooding and coastal change

6.2 London Plan, July 2011

Policy 2.15	Town centres;
Policy 3.16	Protection and enhancement of social infrastructure;
Policy 4.1	Developing London's economy;
Policy 4.2	Offices;
Policy 4.4	Managing industrial land and premises;
Policy 4.6	Support for and enhancement of arts, culture, sport and entertainment provision;
Policy 4.7	Retail and town centre development;
Policy 4.8	Supporting a successful and diverse retail sector;
Policy 5.1	Climate change mitigation;
Policy 5.2	Minimising carbon dioxide emissions;
Policy 5.3	Sustainable design and construction;
Policy 5.7	Renewable energy;
Policy 5.8	Innovative energy technologies;
Policy 5.9	Overheating and cooling;
Policy 5.10	Urban greening;
Policy 5.12	Flood risk management;
Policy 5.13	Sustainable drainage;
Policy 5.14	Water quality and wastewater infrastructure;
Policy 5.15	Water use and supplies;
Policy 5.16	Waste self-sufficiency;
Policy 5.17	Waste capacity;
Policy 6.3	Assessing effects of development on transport capacity;
Policy 6.5	Funding Crossrail and other strategically important transport infrastructure;
Policy 6.9	Cycling;
Policy 6.10	Walking;
Policy 6.11	Smoothing traffic flow and tackling congestion;
Policy 6.12	Road network capacity;
Policy 6.13	Parking;
Policy 7.1	Building London's neighbourhoods and communities;
Policy 7.2	An inclusive environment;
Policy 7.3	Designing out crime;
Policy 7.4	Local character;
Policy 7.5	Public realm;
Policy 7.6	Architecture;
Policy 7.14	Improving air quality; and
Policy 7.15	Reducing noise and enhancing soundscapes

6.3 Local Plan, March 2013

Policy SP0 Presumption in favour of sustainable development;
Policy SP1 Managing growth;
Policy SP4 Working towards a low carbon Haringey;
Policy SP5 Water Management and Flooding;
Policy SP6 Waste and recycling;
Policy SP7 Transport;
Policy SP8 Employment;
Policy SP11 Design; and
Policy SP14 Health and well-being

6.4 Unitary Development Plan (post Local Plan Adoption, March 2013)

Policy UD1 Planning statements;
Policy UD3 General principles;
Policy UD7 Waste storage;
Policy EMP4 Non employment generating uses;
Policy ENV6 Noise pollution;
Policy EN7 Air, water and light pollution;
Policy TCR2 Out of town centre development; and
Policy M10 Parking for development

6.5 Supplementary Planning Guidance / Documents

SPG1a Design Guidance (adopted 2006);
SPG4 Access for all – mobility standards (draft 2006);
SPG5 Safety by design (draft 2006);
SPG7a Pedestrian & vehicular movement (draft 2006);
SPG10a The Negotiation, Management and Monitoring of Planning Obligations (adopted 2003);
SPD Sustainable Design & Construction; and

Planning Obligation Code of Practice No 1: Employment and Training (adopted 2006)

6.6 Other

London Borough of Haringey – Community Infrastructure Study;

7.0 CONSULTATION

Internal	External
Ward Councillors	<u>Local Residents</u> 1,933 adjoining properties
Conservation & Design Team	<u>Stakeholders</u>
Building Control	Hornsey CAAC
Transportation	Crouch End Residents Association
Waste Management	Thames Water
Environmental Health	Transport for London (TfL)

	Health and Safety Executive (HSE) London Fire Brigade Crime Prevention Officer
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8.0 RESPONSES

8.1 Haringey Transportation:

No objection subject to Section 106 Agreement and conditions:

“As this type of cinema is of a specialist nature, there are no sites from the TRAVL trip prediction database which can satisfactorily represent the trip generation characteristics of the proposed development; we have therefore agreed that the trip generation will have to be forecasted from first principles based on similar Picturehouse Cinemas. The applicant has selected the following Cinemas (Greenwich Picturehouse and Hackney Picturehouse) to forecast the trip generation and modal characteristics of the site; based on these sites it has been estimated that this development proposal will generate some, 14% of all car trips to and from the cinema as car drivers and 15% as car passengers, a total mode share by car of 29%. It is to be noted that the percentage of trips by car passenger is expected to increase post late evening screenings as less public transport capacity is available and more people use taxis or share cars on their way home. Based on the worst case scenario, where the cinema is assumed to be fully occupied with all 590 seats full and an overlap of 25% of cinema visitors from the earlier screening staying on in the area after a screening, the proposed development would generate some 738 person trips within the local area during the peak operation on a Friday, Saturday or special screening. Based on the 14% driver mode share; we would expect this development to require 103 car parking spaces within the local area. When considering the parking demand generated by this proposal; we also have to take into consideration the cumulative impact based on the parking demand generated by other recently approved development, such as the recently approved cinema at 159a Tottenham Lane. The approved development will require some 24 car parking spaces in the local area; hence the total demand required by both cinemas will be some 127 car parking spaces during the critical peak operation periods.

The developer is not proposing to provide off street car parking spaces, and has completed a parking survey in line with the Lambeth Methodology to identify the level of parking available within the local area. The Council also requested an independent parking survey inline with the Lambeth Methodology, however with more stringent parameters, where 6 metres per care is used rather than 5 metres, we have also reduced the theoretical threshold at which a street experiences high parking pressure from 90% to 85%.

Changing these parameters ensures that the independent survey completed has not over estimated the theoretical capacity of on street parking spaces available within the local area, it also caps the theoretical capacity to between 81 and 89% of the actual capacity; hence 100 % theoretical capacity will only result in 81-89% of the actual on street capacity. The result of the parking survey concluded that within 200 metres of the site the theoretical on street parking capacity is some 374 car parking spaces and the actual recorded capacity at 7pm during the peak parking demand is some 421 car parking spaces. Therefore, assessing this

application based on theoretical capacity and not actual capacity will always result in having surplus car parking spaces available within the area surrounding the site.

Based on the theoretical capacity there will not be sufficient space to accommodate 127 additional street car parking spaces within the 200 metres radius of the site, as there are only some 83 parking spaces available; it is to be noted that 61 of these parking spaces will be in residents/ pay and display parking spaces, and 22 car parking spaces on single yellow lines. However, the results of the parking survey concluded that there is sufficient capacity to accommodate the 127 parking spaces within 400 metres of the site; the area enclosed by the 400 metres walking distance has an on-street theoretical capacity of 1022 parking spaces and the current demand is 886 vehicles on a Saturday during the peak operational period. If the cumulative parking demand was to be accommodated within this area, the total parking demand would be 1013 vehicles; this is 99% of the theoretical capacity; and 88% of the actual capacity. Although the theoretical parking pressure threshold has been set at 85% parking space utilisation, it would be very difficult to sustain an objection to this scheme based on the parking demand generated by this proposal on its own, as the independent parking survey has demonstrated that based on the cumulative worst case scenario of: the existing parking demand of 886 car parking and future cumulative parking demand, (127 car parking spaces from both cinema proposals) would only use 88% of the actual recorded parking capacity within the 400 metres catchment area of the site. It is to be noted that this level of parking congestion is also only likely to be generated approximately seven times a year due to special premieres and screening.

The above assessment is based on the worst case scenario 100% occupancy levels. The information submitted by the applicant suggests that, the maximum occupancy recorded over a 207 screen period was 90%, and the maximum occupancy achieved over the period of a year was 96%. Based on the surveys completed the applicant transport consultant Motion concluded that on average the cinema will be 57% occupied on a Friday and Saturday at 6:00pm and during the late evening screening and will generate some 336 visitors, as there will be an overlap between screenings this will result in 392 persons trip within the local area, this will result in generating a peak parking demand of 59 vehicles on its own and a cumulative parking demand of 71 cars parked on-street from both cinema proposals, from the parking analysis conducted there is sufficient capacity on street to deal with this level of parking.

It is to be noted that the roads closest to the site, within 200 metres walking distance (Rosebery Gardens, Elmfield Avenue, Elder Avenue, and Ferme Park Road) of the site will encounter high parking levels or saturation levels. We will therefore have to investigate measures to mitigate the impacts of the proposed development within the area surrounding the site.

Consequently based on our review of the information submitted by the applicant including the independent parking survey, the transportation and highways authority would not object to this application subject to the following Section 106 obligations and conditions:

1) The applicant provides a full travel plan no later than three months after the development has been occupied, the travel plan must include the following

measures in order to mitigate the impacts of the development, as per the transport statement:

- a) Provide public transport information and travel advice on the cinema's website*
- b) Advise via Cinema website that no car parking will be available within the local area*
- c) Membership packs will include public transport information*
- d) Measures to promote the use of on-site cycle parking*
- e) Provide a free phone on site to local taxi service*
- f) Measures to encourage customers that travel by car, to car share hence reducing the number of car that arrives within the local area.*
- g) The developer is required to pay a sum of £3,000 (three thousand pounds) for travel plan monitoring this must be secured by S.106 agreement.*

Reason: To promote travel by sustainable modes of transport to and from the site

2)The applicant will be required to contribute by way of a S.106 agreement £30,000 (Thirty thousand pounds) towards; parking and traffic management measures to reduce the impact of the proposed development in the area surrounding the site, these measures will include reviewing the existing parking controls within the area surrounding the site.

Reason: To mitigate the impacts of the proposed development on the transportation and highways network and its impact on residential amenity in the area surrounding the site.

3) The applicant is required to provide the Local Planning Authority with a parking review plan which includes parking surveys within 600 of metres of the site. Parking surveys should be submitted 3 months prior to the occupation of the development, and every 6 months thereafter for a period of 1 year .

Pre-commencement Conditions

1) The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on the Tottenham Lane and the road surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods, and arrival and departure from the local school, the plans must also include measures to safeguard and maintain the operation of the local highway network.

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

2) The applicant is also required to submit a service and deliver plan (DSP)

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

3) The necessary works to remove the existing crossover and reconstruct the footways will be carried out by the Council at the applicant's expense once all the

necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before works commences on site.

Informative

The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573)".

8.2 Haringey Environmental Health:

No objection subject to a control of construction dust condition.

8.3 Haringey Building Control:

No comments.

8.4 Haringey Waste Management:

No objection.

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

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

8.5 Haringey Conservation Officer:

No objection:

"The proposed use of the site for cinema would accord with its historical use and as such there would be no objections to the use of the site from a conservation point of view.

The scheme proposes considerable additions to the rear. Whilst the bulk and mass of the proposed extensions are not ideal, these would replace the existing smaller single storey elements that make no contribution to the conservation area. The proposed extensions are considered to be good quality contemporary additions and would only be visible from limited parts of the conservation area. They would not be, therefore, considered detrimental and would enhance the character and appearance of the conservation area and would be acceptable.

The front facade of the building, however, fails to relate to the established streetscape and rhythm and appears horizontal and bland. Whilst there are no

objections to the use of modern materials such as the translucent Kalwall material, the facade ought to be broken into bays (perhaps four in numbers) to follow the existing traditional retail frontages and facades. Continuation of the fenestration lines would further help to integrate the facade with the existing streetscene”.

The applicant has revised the front facade to reflect the comments received from the conservation officer. The facade proposed has now been broken up to be in keeping with the verticality of the terrace.

8.6 Thames Water:

No objection.

8.7 Transport for London

No objection subject to construction management plan and delivery and service plan conditions:

“TfL is concerned with any application which could have an impact on the transport networks. This site is some distance from the Archway Road (A1) which is part of the Transport for London Road network (TLRN) and Green Lanes, which is part of the Strategic Road Network (SRN). It is opposite a TfL bus stand for route 91.

Having reviewed the application, TfL have no problems in principle with the application but have a number of comments, namely:-

- 1. TfL would have expected that the assessment would have used the higher car mode share from the Greenwich cinema as a worst case. However this would not amend our view of the application.*
- 2. The level of cycle parking is in line with the London Plan and therefore acceptable.*
- 3. TfL would have expected framework construction management plan (CMP) and a delivery and servicing plan (DSP) to have been included with the TA. However, TfL is content for these to be subject to planning conditions.*
- 4. The closure of a redundant crossover and the reinstatement of pavement will need to be delivered through a s278 with the Borough.*

If the CMP and DSP are included as planning conditions, TfL would have no objection to this application”.

8.8 Crime Prevention Officer

No objection:

“I recommend that should permission be given, that the standards of the Secured by Design scheme are used - I can give more information as required.

I recommend that additional security measures are used for the fire exits into Fairfield Gardens, so that they are not abused. The minimum should be that these doors are alarmed and linked to the CCTV and reception area”.

8.9 London Fire Brigade

No objection

8.10 Design Panel

8.10.1 The proposal was presented to Haringey's Design Panel on 13th June 2013. The panel made the following observations:

1. *Principles of reusing the building are excellent.*
2. *Would hope to see it developed as quickly as possible to create more interest in the area.*
3. *If it were possible to use the front elevation as a 'canvas' for graphics, like the name of the cinema, announcing forthcoming films by using the facade in a more dramatic way, it would enliven the road onto which it faces.*
4. *Existing columns should be kept, in terms of scale and materials.*
5. *The depth of field created by the use of the Kalwall material is sufficient to break up the front elevation and activity that is going on behind the facade will create sufficient interest. The parapet wall does not need to be broken up.*

8.11 Development Management Forum

8.11.1 The application was presented at Development Management Forum on 5 November 2013.

8.11.2 The main concerns raised by residents were noise and disturbance, parking and loss of residential amenity.

8.11.3 Minutes of the meeting is attached under Appendix 1.

8.12 Local Representations

8.12.1 16 representations who neither support or object to the proposal have been received from the following properties: 30a, 35 and 39 Weston Park, 21, 26 and 35 Elmfield Avenue, 1 and 32 Fairfield Gardens, 23 Elder Avenue, 2a, 4, 10 and 12 Fairfield Road, 43 Rosebery Gardens and 8 Hermiston Avenue.

8.12.2 36 letters of support have been received from the following properties: 121A Tottenham Lane, 8-10 and 12 Park Road, 3, 28 and 34 Fairfield Road, 27, 31, 43 and 51 Rosebery Gardens, 5 Clement Court, 101 and 104b Hillfield Avenue, 89 and 236 Ferme Park Road, 7 Felix Avenue, 11b, 48 and 48a Topsfield Parade, 56 Hermiston Avenue, 6 Elmfield Avenue, 50 Uplands Road, 98b Nelson Road, 64 Crouch Hill, 16 Weston Park, 81 Middle Lane, 2b Landrock Road, 15b Elder Avenue, 146 Inderwick Road, 22 Rokesly Avenue and 3 unknown addresses.

8.12.3 51 letters of objection have been received including Lynne Featherstone MP and from the following properties: 34, 40b and 46b Rosebery Gardens, 6, 14 and 17 Fairfield Road, 1, 3, 3a, 4a, 4b, 5, 5a, 14a, 32, 36a and 37-38 Fairfield Gardens, 10,

23, 35 and 36 Elmfield Avenue, 9 Chimes Terrace, 8 and 40 Hermiston Avenue, 142 Crouch Hill, 85 Middle Lane, 16, 32 and 51 Rokesly Avenue, 19c, 23a and 45 Elder Avenue, 37, 37a and 38 Broadway Parade, 165b Ferme Park Road, Redston Road, 33 Linzee Road and 4 unknown addresses. The objectors have raised the following points:

- Principle of development;
- Parking and traffic;
- Noise, vibration and disturbance including from the roof plant and during construction;
- Misuse of emergency fire exit on Fairfield Gardens;
- Removal of asbestos roof;
- Loss of daylight/sunlight and outlook;
- Impact of property structure;
- Anti-social behaviour;
- Design and appearance;
- Refuse provision;
- Basement impact;
- Fire risk
- Unsustainable local jobs

Officer comments

- i. Fire risk and impact is regulated by Building and Fire Regulations.
- ii. The impact upon the physical damage and stability of adjacent buildings is a civil issue between neighbouring landowners.
- iii. The safe removal of the asbestos roof will be overseen by Environmental Health. An informative has been attached to the decision.
- iv. The 3 ground floor cinema screens will be sunken 700mm into the ground to reduce the overall height. However a basement impact assessment is not required under the Council's 'Basement Development Guidance Note', as it will be below the existing building footprint (not boundary to boundary), and not project beyond the main rear wall.
- v. Local employment will be secured under the S106.
- vi. All the other issues raised by local residents including principle of development, parking including refuse, loss of amenity and design are material planning considerations and are considered in the following report.

8.12.4 A summary of the consultation responses is attached under Appendix 2.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in respect of this application are considered to be:

- principle of development;
- design and impact on the streetscene;
- impact on residential amenity;
- transport and parking;
- accessibility; and
- sustainability

9.2 Principle of development

- 9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Redevelopment of site

- 9.2. The applicant 'Picturehouse Cinemas Ltd', was founded in 1989 and now operates from 21 cinemas across in the country. The ethos of the cinema is to provide a service to the community by establishing strong links between local communities, local authorities, arts organisations and filmmakers. A Picturehouse cinema did previously occupy the site in 1911, but ceased following the outbreak of World War II, the proposal would therefore re-provide a former use at the site.
- 9.2.3 An audit conducted by Nathaniel Lichfield & Partners, as part of Haringey's Retail and Town Centre Study 2013, stated, *"The presence of evening economy was rated 'neither good nor poor' in both the primary and secondary areas with a reasonable number of restaurants and public houses spread throughout the centre"*.
- 9.2.4 It should be noted that the Council granted planning permission (ref. HGY/2013/0608) in May 2013, for a 2 screen cinema (Art house) adjacent to the site at No. 159a Tottenham Lane (The Music Palace, former Salvation Army "Citadel"). The Art House is expected to open soon.
- 9.2.5 This eastern end of Tottenham Lane and Crouch End District Centre is considered to suffer from poor public realm and unattractive buildings by reason of the forecourt parking and adjacent carwash/garages. As such, it is judged that the redevelopment of the site at No. 165 Tottenham Lane has the potential to regenerate this section of Tottenham Lane to improve the streetscape and further strengthen the retail functioning and viability and vitality of Crouch End District Centre and the area in general.
- 9.2.6 The applicant's commitment to engage with the local residents and to provide community facilities such as offering events, clubs and activities to specific groups including disabled people, liaising with schools, colleges and universities for national educational schemes, and a room being available for hire for children's parties and informal screenings, would accord with the community aims and objectives set out in London Plan Policies 3.16
- 9.2.7 London Plan Policy 4.6 and Local Plan Policy SP15 promote the diverse range of cultural industries and activities. The proposal is for an independent cinema which is considered to provide a local cultural destination within Crouch End District Centre in meeting the above policy framework.

Edge of town centre development

- 9.2.8 The site lies on the retail boundary of Crouch End District Centre. The NPPF sets out the default threshold (2,500 sqm) requirements for an impact assessment when

assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan. A retail impact assessment is not required for this edge-of-town centre proposal as the gross floor area of the proposed development (1,956 sqm) would be below the minimum 2,500sqm threshold.

- 9.2.9 Saved UDP Policy TCR2 necessitates a sequential approach for out of town centre development in line with Government guidance. Para. 24 of the NPPF states that local planning authorities, *'should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered'*. The applicant had previously sought potential alternative town centre sites for their new cinema namely, Hornsey Town Hall. This site was discounted as the redevelopment of Hornsey Town Hall would only have the potential to provide two and not four screens as required by the applicant. The development site at 165 Tottenham Lane was therefore chosen for its capacity to provide four independent screens and a small private screen. The Council is therefore satisfied that a sequential test has been undertaken by the applicant before opting for the edge-of-town centre site.
- 9.2.10 Moreover, it should be noted that para. 15.27 of The Haringey's Retail and Town Centre Study 2013 recommends the, *'current defined Town Centre Boundary and Secondary Shopping Frontages should be expanded to include: The identified potential development site on Tottenham Lane (163A-165) which includes Roseberry House'*. Whilst no weight can be apportioned to this recommendation, it does indicate the potential for the existing town centre boundary to be expanded at some point in the future.

Existing office use and employment

- 9.2.11 Part B, c) of London Plan Policy 4.2, supports changes of surplus office space to other uses to meet existing and future demands. Part i) of London Plan Policy 4.4 identifies, *'the potential for surplus industrial land to help meet strategic and local requirements for a mix of other uses suchto provide social infrastructure and to contribute to town centre renewal'*. It should be noted that the preamble to the policy states that, *'In locations on the edges of town centres, surplus industrial land could be released to support wider town centre objectives subject to other policies in the Plan'*.
- 9.2.12 The existing site contains a mixture of offices and a warehouse with employment use. Local Plan Policy SP8 states that, *"The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas"*. According to the Local Plan Proposals Map, the land has been identified to not fall within any of the boroughs designated SIL, LSIS or LEA.
- 9.2.13 With regard to the existing B1 employment use, the existing office accommodation has been occupied by The Kut Partnership since 1963. The engineering company employs some 23 members of staff and are currently in advanced negotiations with the landlord of 161 Tottenham Lane (formerly Hornsey Gazette building), with a view to relocate within the premises shortly. As such the proposal would not result in the loss of existing employment at the site.

9.2.14 Saved UDP Policy EMP4 cites, *'planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided: b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs'*. Marketing evidence has been provided to demonstrate the site has failed to attract any prospective tenants since November 2006 in fulfilling the requirements of this policy. Part c) of this policy also goes on to say that consent will be given if the change of use, *'retain or increase the number of jobs permanently provided on the site'*. The number of jobs created by the proposal will create approximately 20 full-time and 60 part-time jobs which is more than the current use. The alternative cinema use would therefore be in accordance to London Plan Policies 4.2 and 4.4, Local Plan Policy SP8 and saved UDP Policy EMP4.

9.3 Design

9.3.1 London Plan Policies 7.4, 7.5 and 7.6, Local Plan Policy SP11 and saved UDP Policy UD3 promote high quality and attractive places, buildings and landscaping within their context, where the borough's heritage assets such as conservation areas are protected under London Plan Policy SP12. This stance aligns to the NPPF and alongside with London Plan Policy 7.8, which identifies heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

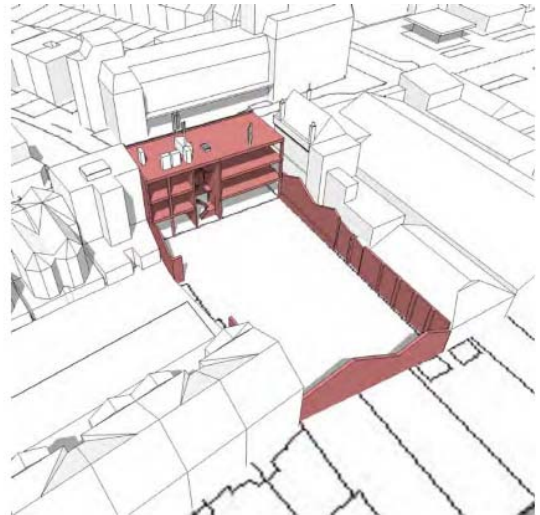
9.3.2 The application site lies on the edge of the Crouch End Conservation Area to the south. The property, known as Rosebery House, consists of a 3 storey office to the front of the site and a single-storey warehouse to the rear. To the south west of the site is Broadway Parade, Tottenham Lane a row of 2.5 to 3 storey buildings with commercial on the ground floor and residential above.

9.3.3 The site shares its property boundary with the end of Fairfield Gardens, a cul-de-sac street consisting of residential properties and the rear elevation of Broadway Parade. A cinema was built on the site in 1910 and existed until the Second World War. The rear buildings are visible from the conservation area, but they are deemed of poor quality and make no contribution to its appearance.

9.3.4 The existing warehouse structures at the rear of the site will be demolished and be replaced by new and larger additions. Whilst the bulk and mass of the proposed extensions are not ideal as they will increase the size the building at the rear, the Council accept that these would replace the existing smaller single-storey elements that make no contribution to the conservation area.

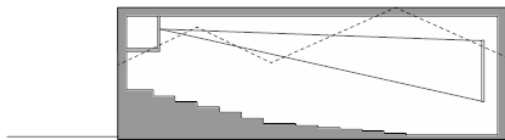


Retained Structure Shown in Red

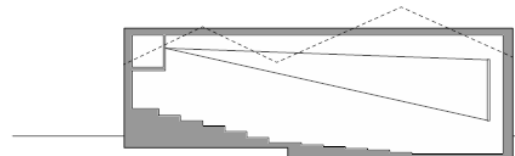


Retained Structure Shown in Red

- 9.3.5 The existing telecommunication roof antennas to the front of the site and are visible within Tottenham Lane will be retained.
- 9.3.6 The existing brick boundary wall at the rear and on Fairfield Gardens will be retained. The new rear extension will be constructed out of contrasting blue/grey bricks to reflect its former use, and will be set away from the boundary to reduce its bulk. The vertical elevations including the roof plant enclosure will incorporate a galvanised wired trellis to facilitate the growth of climbing plants.
- 9.3.7 The Council consider the proposed extensions to be good quality, contemporary additions, which would have limited public vantage points from the conservation area. The use of a green trellis wall would further ‘soften’ the appearance of the back additions when viewed from Fairfield Gardens and the rear gardens of Fairfield Road. As such, the proposed development at the rear is therefore to enhance the character and appearance of the adjacent conservation area and thus be acceptable in conservation terms.
- 9.3.8 The main existing building structure to the front of the site will be retained where the new rear additions will be stepped down towards Fairfield Gardens and Fairfield Road. As such, the proposal will maintain the existing height of the building on Tottenham Lane. The overall height and massing of the proposal has been effectively reduced by sinking the development 700mm below ground level following concerns raised during initial public consultation.

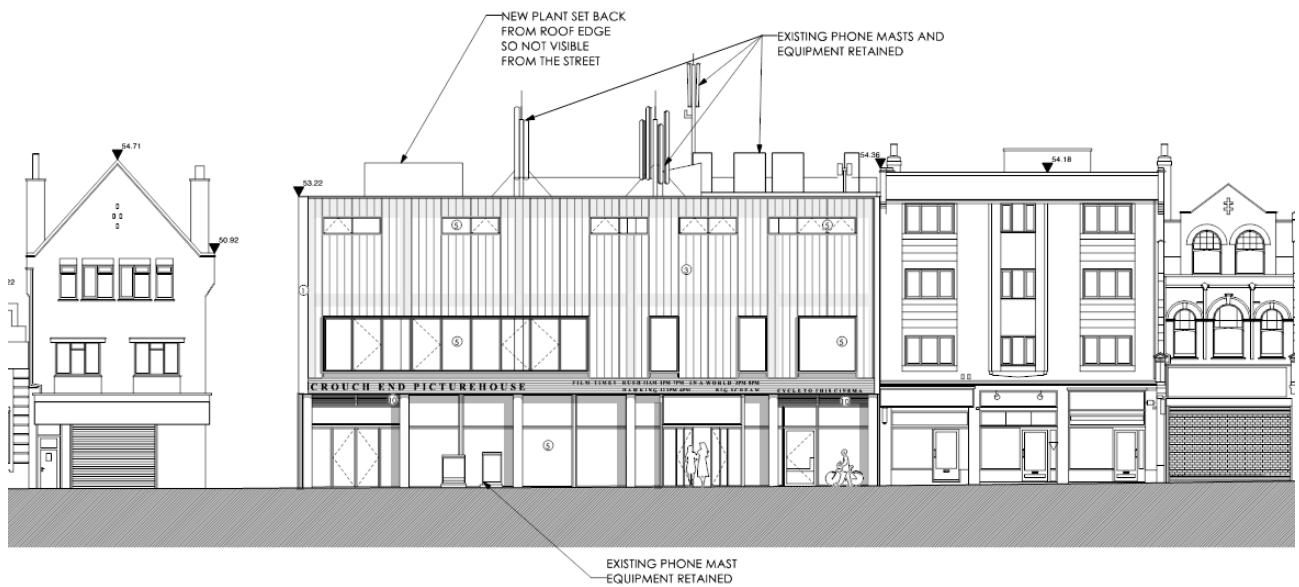


Section showing height of scheme presented at the Public Consultation

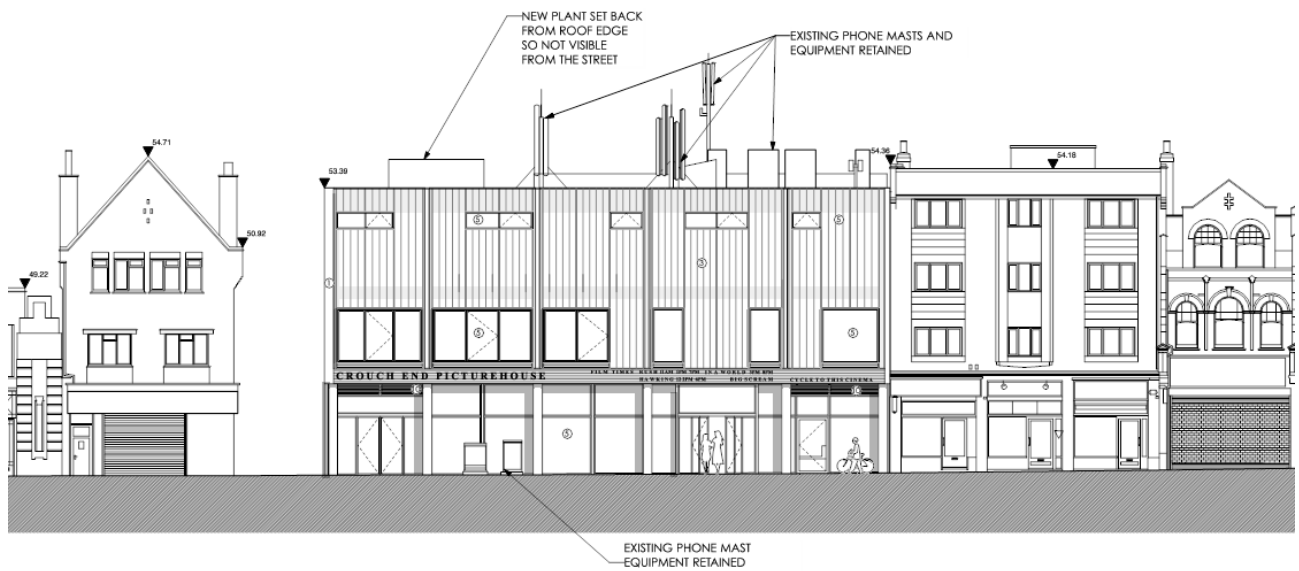


Section showing new scheme excavated below ground level

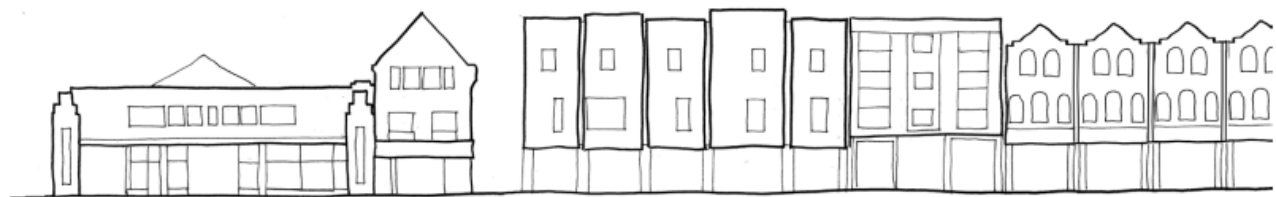
- 9.3.9 The applicant has amended the design of the front facade to express the prevailing vertical rhythm of the traditional retail terrace and street frontage following comments made by the conservation officer. The verticality helps break the strong horizontal upper floor component, and articulates the window fenestrations to improve the front appearance of the building. It should be further noted that a similar scheme was presented to Design Panel.



Original front elevation



Revised front elevation



Design Panel scheme

9.3.10 The use of a translucent Kalwall material to the first and second floors of the principal front elevation affords natural daylight into the building during the day, and transmits artificial light from the building at night to create an illuminated and shadow effect, and further adding to the visual interest of the building and contributing to the streetscene within Tottenham Lane. The proposal is considered to comply with the design aims and objectives of the NPPF and to London Plan Policies 7.4, 7.5, 7.6 and 7.8, Local Plan Policies SP11 and SP12 and saved UDP Policy UD3.

9.4 Impact on residential amenity

Daylight/sunlight

- 9.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, or overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. Part c) of saved UDP Policy TCR2 also says out-of-town developments should demonstrate the ‘*amenity and environment of occupiers of adjacent and nearby properties are not adversely affected*’.
- 9.4.2 The residential properties that would be most affected by the proposal are Nos. 35 and 36 Tottenham Lane, the flatted development at Nos. 37-38 Tottenham Lane and 4 and 5 Fairfield Gardens. Officers have reviewed the daylight and sunlight report ref. 35513/IM/nms submitted by the applicant which demonstrates that the new development, in particular the rear additions will fall within the Building Research Establishment (BRE) target criteria and BS8206-2: 2008. In applying the vertical sky component test, the proposal will not incur any significant daylight impact upon the 55 windows tested of the affected properties.

Property Ref	Vertical Sky Component Test		
	No. of Windows Tested	No. of Windows Passed VSC Test	No. of Windows Failed VSC Test
35-36 Tottenham Lane	18	18	0
37-38 Tottenham Lane	14	14	0
4 Fairfield Gardens	12	12	0
3 Fairfield Gardens	11	11	0
Total	55	55	0

- 9.4.3 Similarly, the new development will pass the sunlight impact assessment when using the annual probably sunlight hours test:

Property Ref	No. of Windows Tested	No. of Windows Passed APSH Test	No. of Windows Failed APSH Test
35-36 Tottenham Lane	18	18	0
37-38 Tottenham Lane	14	14	0
Total	32	32	0

- 9.4.4 Overshadowing tests also show that at least 50% of the rear gardens and amenity space of 35 to 38 Tottenham Lane and 4 to 5 Fairfield Gardens receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date. Any new development that exceed the BRE 20% benchmark is likely to cause significant overshadowing to adjacent properties. In this case, the proposal

is less than the permitted 20% in accordance with BRE guidelines. The proposal would therefore not create any significant degree of overshadow impact to 35 to 38 Tottenham Lane and 4 to 5 Fairfield Gardens, and is therefore acceptable.

Noise and disturbance

- 9.4.5 In terms of the noise and disturbance, saved UDP Policies UD3 and ENV6 require development proposals to demonstrate that there is no significant adverse impact on residential amenity including noise, pollution and of fumes and smell nuisance. In addition saved UDP Policy ENV7 necessitates developments to include mitigating measures against the emissions of pollutants and separate polluting activities from sensitive areas including homes. These policies align with London Plan Policies 7.14 and 7.15 and the NPPF which protects residential properties from the transmission of airborne pollutants arising from new developments.
- 9.4.6 The proposal includes enclosed roof top plant and mechanical plant associated with the new cinema use. The main noise consideration is the impact on adjoining residential properties from the new plant and sound generated within the cinema.
- 9.4.7 The edge-of-town site lies on a busy thoroughfare with high vehicle and pedestrian movements during the day and night. Measurements of the existing ambient background levels were taken by the applicant to the front (Tottenham Lane) and rear (Fairfield Gardens) of the site. These measurements were taken 1.5m above ground level.

Position	Time	Late night background noise levels La90 for design
1 – Fairfield Gardens	Up to midnight	41
1 – Fairfield Gardens	Midnight to 2am	40
2 – YMCA Tottenham Lane	Up to midnight	50
2 – YMCA Tottenham Lane	Midnight to 2am	46

- 9.4.8 Taking 40 dB(A) and 46 dB(A) as the existing baseline levels, the predicted noise levels of the plant noise will not exceed 26-30 dB(A) in Fairfield Gardens and 36dB(A) on Tottenham Lane, and will therefore be compliant with the acceptable noise threshold of 10dB(A) below background at 2am. In terms of the potential for sound transmission from the cinema sound systems, the construction of the development means that the predicted level of LAeq sound transmission to adjacent properties is 5 dB(A) which is below the 17dB(A) level considered 'clearly acceptable'. It should be noted that the absolute minimum LAeq rating for sound transmission to be considered 'just acceptable' is 31 dB(A). Officers have assessed the applicant's noise impact assessment (ref. ARC6536/12266), and there is nothing within the report that would counter the findings.
- 9.4.9 Residents have expressed noise and disturbance concerns in particular over the potential of visitors leaving the premises via the proposed fire exit doors on Fairfield Gardens. The application makes it explicitly clear that these doors are to be used for emergencies only and not to be used as a general exit. These doors will be clearly marked for emergencies and be alarmed to avoid misuse. An additional set of doors between the screens and Fairfield Gardens also acts as a further deterrent.

9.4.10 Anti-social behaviour has also been raised by local residents. There is no substantive evidence to demonstrate the proposal is likely to lead to anti-social and rowdy behaviour at the site. The ancillary bar/cafe will be subject to strict licence controls, and its alcohol licence may be revoked by the Council in the event of any future alcohol-related incidents. As a summary, the proposed development would not give rise to any significant degree of residential amenity loss in terms of daylight/sunlight, overshadowing and noise and disturbance, and therefore be compliant to the NPPF, saved UDP Policies UD3, ENV6 and ENV7 and London Plan Policies 7.6, 7.14 and 7.15.

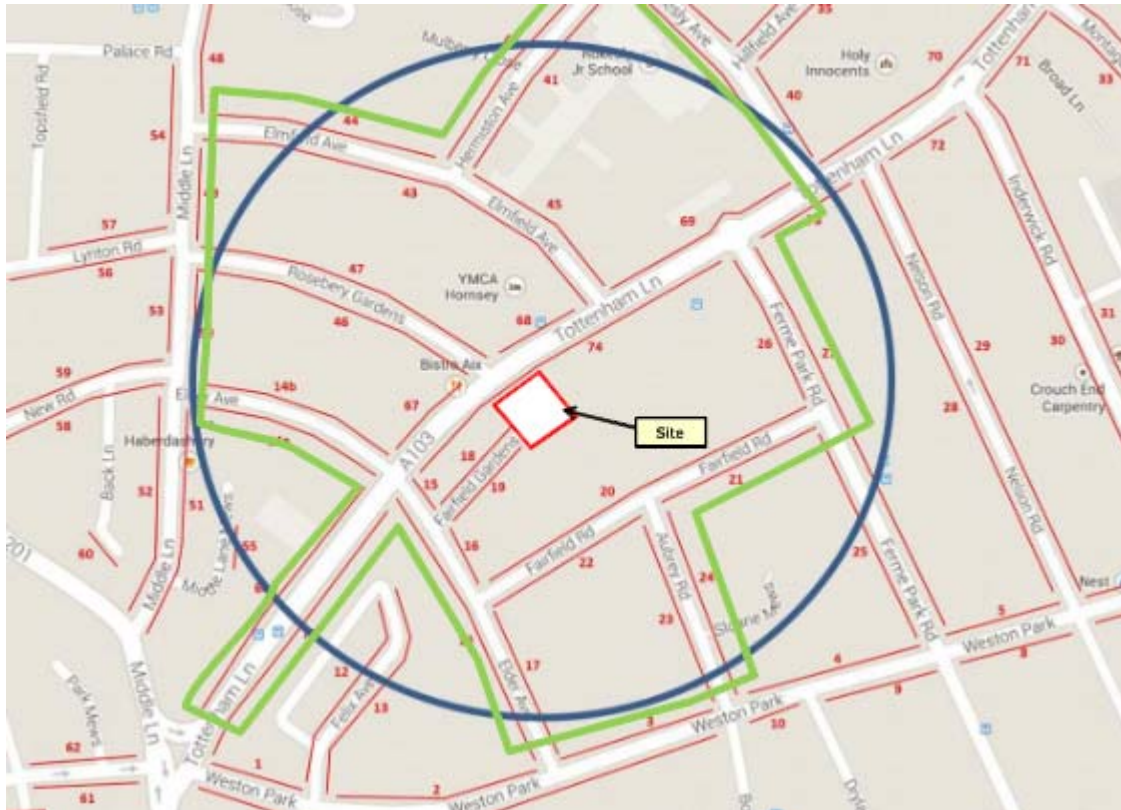
9.5 Transport and parking

9.5.1 The site has a medium public transport accessibility level (PTAL), and is contained wholly within Crouch End restricted conversion area. The site and surrounding streets have also been identified by the Council to suffer from high parking pressure.

9.5.2 The applicant in agreement with the Council has based its predicted trip generations on other existing Picturehouse locations in Greenwich and Hackney as no sites within the TRAVL trip prediction database can represent the true characteristics of a cinema of this type and nature. Using this baseline, it is expected that 29% of patrons will arrive by car (14% as driver and 15% as passenger). This figure is likely to rise for late night screenings owing to the lack of public transport and people using taxis and car sharing.

9.5.3 Based on the worst case scenario, assuming all 590 available seats are taken (excluding the private 20 seat screen), and there is an overlap of 25% of visitors from earlier screenings, this would generate some 738 person trips during its peak. Using the 14% driver mode share and taking into account the recent consented but not implemented Arthouse cinema at No. 159a Tottenham Lane, the total demand for parking of the 2 cinemas will be 127 vehicles (103 spaces for 165 Tottenham Lane and 24 spaces for 159a Tottenham Lane).

9.5.4 The application makes no provision for off-street parking. However, the applicant, in agreement with the Council, has conducted a parking stress survey in accordance with the Lambeth Methodology and using under a stringent parameter (6 metres instead of 5 metres for parking spaces). The parameter ensures the survey is not over-estimated, yet caps the predicted capacity to between 81 and 89%. Based on the theoretical capacity, there is insufficient capacity to accommodate the 127 cars within 200 metres radius of the site. Nonetheless, there is sufficient parking capacity within 400 metres of the site.



200m radius and extent of assessment

- 9.5.5 It should be noted that in reality, the worst case scenario is likely to occur 6 or 7 times a year for special premieres and blockbuster screenings. It would be unreasonable for the Council to oppose the application on these grounds alone given the findings of the parking stress survey. Moreover, the applicant has stated that on average, the cinema will be 57% occupied on a Friday and Saturday at 6 pm and the late evening screening, and this number of parking demand (71 cars) can be absorbed within the adjacent roads.
- 9.5.6 The Council recognises the streets closest to the site: Rosebery Gardens, Elmfield Avenue, Elder Avenue, and Ferme Park Road, will experience high parking levels. In order to mitigate and monitor these impacts, the Council has sought to a travel plan and a financial contribution towards parking and traffic management measures, which would be secured through a S106 obligation and a parking review plan by condition.
- 9.5.7 The applicant recognises the parking constraints of the area and will therefore encourage visitors to use sustainable modes of travel. The different measures that will be employed will include: providing travel information, promoting on-site cycle parking, advising of no on-site parking, and encouraging drivers to car share on the cinema's website and within the membership packs; and to provide a free phone taxi service within the cinema foyer.
- 9.5.8 One of the comments received from a local resident suggested the use of Rokesly School playground in the vicinity for customer parking during the evenings. However, the playground has no obvious vehicular access, and in any case such a proposition would lead to other significant concerns such as site management, maintenance and security.

9.5.9 Local Plan Policy SP7 alongside London Plan Policy 6.9 promotes healthy places by encouraging sustainable modes of travel over the private motor vehicles. Part d) of saved UDP Policy TCR2 requires out-of-centre development to be, '*readily accessible by a choice of means of transport, including by bike and foot*'. To compensate for the lack of off-street parking, 30 covered cycle spaces are afforded to the front of the building via a separate entrance to the main cinema. The quantum of cycle parking is deemed acceptable and in line for London Plan cycle parking standards for visitors, and will be periodically reviewed under the travel plan. In this regard, the proposal is compliant with London Plan Policy 6.9, Local Plan Policy SP7 and saved UDP Policy TCR2.

9.5.10 The designated area for waste storage will be situated at the front of the building, therefore servicing will be taken from the front of the site and on Tottenham Lane. The internal waste arrangements mean that refuse bins will not be stored on the highway or interfere with the safe and free flow of pedestrians using this part of Tottenham Lane in line with London Plan Policy 6.10.

9.6 Accessibility

9.6.1 The NPPF and London Plan Policy 7.2 and Local Plan Policy SP11 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.

9.6.2 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. Each screen will be able to accommodate four wheelchair users. The private screen has the capacity to accommodate disabled users. A lift for access to all the floors is proposed, and unisex accessible floor toilets have been included on the ground and first floors, where a level entry and wide entrance (min. 1800mm) facilitates ease of entry for disabled users and those with mobility difficulties' in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

9.7 Sustainability

9.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.

9.7.2 The make up of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.

9.7.3 A pre-assessment report has been carried which indicates the proposal will achieve a score of 58.67% and thus will meet the minimum. BREEAM 'Very Good' requirement.

9.7.4 The applicant has also submitted an energy statement (ref. 130941 Rev. P3) to justify and explore different green options for the new building. Combined heat and power plant (CHP) was considered not suitable at this site as it is likely to be used in the evenings based on occupancy which means the CHP unit cannot run continuously or efficiently. The unit also introduces sensitive noise and vibration impacts. Instead, energy efficient lighting, mechanical ventilation, air source heat pumps and photovoltaic panels are proposed resulting in a 17.1% carbon emission reduction. Although this does not meet the London Plan target, this is considered acceptable given the nature of development (occupancy) and the physical constraints of the site.

10. Legal Agreement – Heads of Terms

The following Section 106 Heads of Terms have been agreed by the applicant.

10.1 **Travel Plan** - The applicant shall commit to a travel plan within 3 months of the permission and include the following:

- a) Provide public transport information and travel advice on the cinemas website
- b) Advise via Cinema website that no car parking will be available within the local area
- c) Membership packs will include public transport information
- d) Measures to promote the use of on-site cycle parking
- e) Provide a free phone on site to local taxi service
- f) Measures to encourage customs that travel by car, to car share hence reducing the number of car that arrives within the local area.
- g) The developer is required to pay a sum of **£3,000** (three thousand pounds) for travel plan monitoring.

10.2 **Highway Improvement Works** – The applicant shall make a financial contribution of **£30,000** (Thirty thousand pounds) towards; parking and traffic management measures to reduce the impact of the proposed development in the area surrounding the site, these measures will include reviewing the existing parking controls within the area surrounding the site.

10.3 **Construction training / local labour initiatives** – The applicant shall commit to participate in the Council’s Construction training and or local labour initiatives.

10.4 **Section 106 Monitoring:** The applicant shall make a financial contribution (to be confirmed) to be used by the Council to monitor the compliance with the S106 Agreement (equates to 5% of the total contributions).

11.0 CIL Applicable

11.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

11.2 Based on the proposed additional floorspace, the proposal is likely to attract a total Mayoral CIL of £11,760 (£35 x 336sqm).

12.0 HUMAN RIGHTS

12.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

13.0 EQUALITIES

13.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

14.0 CONCLUSION

14.1 The proposed redevelopment of the site at No. 165 Tottenham Lane is acceptable as the strategic, community and cultural regeneration benefits it would bring at this end of Crouch End town centre would significantly outweigh potential parking impacts caused by the proposal. A Section 106 agreement and conditions would ensure the implementation of a travel plan which sets out mitigation measures to reduce customer parking, and ensures a periodic review of parking conditions. The provision of cycle storage within the site would also help promote sustainable modes of travel over the private motor vehicle. The design and form of the proposal is considered compatible within its local and wider conservation area setting, and has been inclusively designed for disabled users. The applicant has demonstrated that the proposal would not give rise to any significant degree of noise, vibration, disturbance or the loss of daylight/sunlight and outlook impacts upon adjoining residential properties, and would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions.

15.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and the signing of a section S106 Agreement which provide for the agreed heads of terms set out in section 10 above,

Applicant's drawing No.(s) DE01, 02, 03, 04, 05, 06, 07, EX01, 02, 03, 04, 05, 06, 07 Rev A, 10, 11, 12, 13, P02, 03, 04, 05, 06, 07, 08, 10, 11, 12 & 13.

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 Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. No development shall commence until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties.

4. The development hereby permitted shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development

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

5. No development shall commence until a construction management plan (CMP) and construction logistics plan (CLP) have been submitted to and approved in writing by the Local Planning Authority. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Tottenham Lane and Fairfield Gardens would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

6. No development shall commence until a delivery and servicing plan (DSP) has been submitted to and approved in writing by the Local Planning Authority.

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

7. The necessary works to remove the existing crossover and reconstruct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before works commences on site.

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

8. The applicant is required to provide the Local Planning Authority a parking review plan which includes parking surveys within 600 of metres of the site. Parking surveys should be submitted 3 months prior to the occupation of the development, and every 6 months thereafter for a period of 1 year.

Reason: To monitor the impact of the proposed development on the transportation and highways network and its impact on residential amenity in the area surrounding the site.

9. The use hereby permitted shall not be operated before 08:00 hours or after 00:30 hours Sunday to Wednesdays and Public Holidays, and before 08:00 hours or after 01:30 hours Thursday to Saturdays.

Reason: To facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

10. At no time shall any amplified speech or music generated from the site be audible within the adjoining residential premises.

Reason: To prevent loss of amenity to neighbouring residential premises due to noise generated from the premises

11. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level or more than 5db (A). In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

12. The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 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.

13. The combined capacity of the cinema facility hereby approved shall be restricted to a maximum of 610 seats at any time. No variation to the above numbers shall be permitted without the prior written approval of the Local Planning Authority.

Reasons: To prevent loss of amenity to nearby residential properties, and minimise impact on the surrounding road and parking network

Informatives:

a) Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground,

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

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

b) Environmental Health

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

c) Community Infrastructure Levy

The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £11,760 (£35 x 336sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

d) Working with the applicant

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

Appendix 1 - Development Management Forum Minutes

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1.		Action
	<p>Emma Williamson welcomed everyone to the meeting, introduced officers, members and the applicant’s representatives. She explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, she explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p>	
	<p>Proposal</p>	
2.	<p>Redevelopment of the site at No. 165 Tottenham Lane to provide a screen cinema, ancillary cafe/bar, roof top plant and associated infrastructure and other works.</p>	
	<p>Presentation by Architect – Holly Smallman, Mark Panther from Picture House</p>	
	<p>Welcome Councillors and local residents, we like people coming around as it shows interests. We have been working on this site since 2006; this has been going on for a long time. We nearly had a contract signed a couple of years ago but for some reason we were not able to sign, we worked on our planning application over the summer. I distributed 1,000 leaflets door to door. We also had 2 consultation evenings in this school where we had a good turn out of people coming to hear and see the boards. The reason we choose Crouch End because it is such a great customer potential here and we think I we can provide you the local residents with a really good cinema which is different to the opposite to the multiplex around this area. We are different we will show main stream films and also show art house independent films, live digital films from or recorded ones from the National Theatre. We started in 1989; we have 21 cinemas across the country, 5 in London and the rest across the country. We think we can provide something different here, we want people to walk here from where they live, and we want to serve the 10 minute community.</p>	
	<p>It is not about drawing people in from outer areas. Every cinema is different, some are Grade 2 Listed Building and some contemporary, there is no theme to them, some are called Picture House and some not. We tailor our operations to the local community, the manager will listen and give you what you want, if you want left field films or a broader mix then you can have that. We do special screenings, toddler time, silver screening for the retired with free cups of coffee, autism friendly and light levels change. We do a lot for schools, show educational films programming to fit with the development of youth.</p>	
	<p>Distributed 1,000 leaflets, the scheme will have 29 cinemas and in a town centre location. As a member you can choose to go pay as you go and have great discounts off your bar and have a number of free tickets each year. We open from 8am – for schools to come in and watch programmes, you might want a coffee and use the Wii-Fii, and you may want to use it as a place to hang</p>	

out. That is what we are about a place to be. There is a ground floor cafe and foyer ticket sale and onto 1st floor bar. We can do live performances, we can do exhibitions and music exhibitions, film shows Quiz night, educational matters, private screenings, and galas. In terms of the hours we would like to start at 8am and open till half past midnight from Sunday to Wednesday, Thursday and Saturday to give you the customer choice to watch as many films as you want to watch till 1.30am. That is the last screen, most films will finish by 11.30pm, there are an increasing number of films that is three hours long and we need to be able to show them as people work and need to be able to have access to the films they want to watch. It is infrequent and it does allow you choice. Performances are staggered not all four screens are used at once, so you won't get everyone going and going at the same time. We really are about the community, we want to extend the choice to you for leisure destination.

In conjunction with other leisure facilities coming up we want to work together to create a cultural hub, we want to be a significant cultural offer on the high street for you, employment we think 20 full time management roll of which two or three may not be from the area and 50 apart time jobs ad we hope that will be welcomed. We want to be a partner with you in the local community, here for charities; here for hire and we are a good neighbour otherwise we would not have 21 other cinemas. We will partner the art house and work together to programme films as it is not worth fighting each other. We will do things differently and so will they but we will do it in unison. Design & Construction – Mark Panther gave information relating to the history of the site and using slide presentation of the proposed scheme explained the design and construction of the scheme.

Question from Floor

Q1: Have you had a look at parking in the street this evening, there is no parking spaces and you are proposing that people leave the cinema at 1.30, you have pointed out that this is a residential area and the noise will be very disturbing for people who live in this area,

Ans: In relation to parking, we have commissioned a parking survey company on Friday and Saturday night they walked around the streets as talked about on the earlier plans and they have counted the total amount of available spaces for parking and have counted the number of cars parked in those spaces on an hourly basis from 7pm to 11pm on Friday and Saturday night yes we have a clear understanding of the number of parking in the area and what it uses.

Q2: What you are saying is that there is more parking on a Saturday night which says to me there is going to be more noise for the residents

Ans: The nature of people who go to the picture house are not rowdy, the reality is that people come an hour or so earlier before their film and have a glass of wine or a coffee and watch a film and the nature of our customer base is that they quietly go home and not the kind of customers that would hang around and make noise, we are not a pub or vertical drinking place, it is a

cinema, there are very few occasions where people will come out of the establishment inebriated very rare , there are 4 screens, one 160 seats, one 170, one 150 and 110 it would be one of those screens that would still be in use till 1.30 and I estimate it being once or twice a month, it is about how many times the films come our way, most of our cinemas stop films around 11.30 and people quietly dissipate home. The 12.30 is to allow you to watch a film after work, we have staff that we want to get home early too. We do not encourage that kind of behaviour.

Q3: The comparable of 14% is based on Hackney cinema and TFL was defending the idea that it should be compared with Dulwich cinema which is more like Crouch End which has only buses, train station is quite far, no tube. It's 26% in Dulwich which when the cinema is full will have about 200 cars and it will be near the other cinema so you are talking 800 seats capacity if you have 25% that is 100 cars, why have you not looked at the area on Saturday afternoons or Sunday afternoon, this area is very busy on those afternoons.

Ans: On the modal split the percentage of cars we looked at got data from two picture house cinemas Hackney and Greenwich and Hackney the car use was about 8% and Greenwich was 22% and TFL did suggest to look at a more robust 22%. Greenwich has a river on one side and it is restricted how people can come to the site and there is also a large park backing onto the centre there, it is not densely populated residential as Crouch End is. Greenwich also has a couple of large car parks in the town centre there which makes it more attractive to drive there than here perhaps. One thing with transport is that whatever the mode of transport is will be governed by the number of parking available. The 14% is the recent data we had and that seems to be accepted by the Council with the conversation we had so far.

Statement: Lots of families have cars in the area, you are talking of Highgate, Hampstead, and Turnpike Lane further north and lots of people have cars.

Ans: We do focus on a much closer area, we do not envisage people coming from Highgate and Archway, there are 40,000 people living within a 10minute walking distance of this area and 90% of those peoples 41% are likely to be our customers. The MD set this company up for local community and not asking people to come from far, if another site came along in another area, then we would do the same as well because we think there is enough demand here.

Q4: Resident of Fairfield Gardens and have issues with parking, current the is nowhere to park are you suggesting that I join the search for parking like those 59 others trying to do the same within the parameter of the cinema, we will all be looking for the same spaces, people who drive will try to get as close to the cinema as possible as I said currently I live in that road there are no available spaces so you might have done your research but I live here and I know what that looks like.

Q5: I want to say I am very excited about the idea of picture house coming to Crouch End and I have come along to support the application. I think we should be discouraging people from using cars rather than worrying about

where they will allow them to park. Too many people use their cars in my view and we should be discouraging them, I remember the same arguments being put forward when Waitrose application came in, everyone said it would destroy Crouch End by coming in cars. Nobody goes to Waitrose in cars because they can't and I think the same will happen with the cinema. I go to the Phoenix a lot and I go by public transport, it is similar a residential area, shows similar kind of films and I wouldn't dream of using a car to get there. I wish I didn't have to get a bus up there but able to walk and see a film locally. Also the noise issue, if the cinema doesn't take over this site, will it be another bar? Bars as it use to be before Art House took over. Look at the Earl Haig, I fully support what they have done to it but it is quite noisy there now. If you live in Fairfield gardens then you probably already have a lot of noise from that place. It worries me that something has to happen to it as it is an eyesore now and we need to develop it and do it sympathetically. It is an Iconic building and it is the only building of that era in Crouch end. It has been designed sympathetically and we do need to support it.

Q6: The only warning bell for me is that all the deliveries will be in Tottenham Lane, having seen what happens in Tesco's on the High Street. I want to know the volumes of deliveries, does it also mean we will have unsightly recycling bins in Tottenham Lane.

Ans: In terms of refuse & recycling, it is stored inside the building and brought out when the lorries turn up. There are loading bays in front of the building which will be use by refuse & recycling collection and delivery lorries, deliveries will normally be 8-10am so they don't happen all day and the lorries are not huge lorries like supermarkets. This won't impact on traffic running on Tottenham Lane and will not be any different from any other shop getting deliveries in the morning.

Q7: Cllr Winskill I think we need to acknowledge the parking stress in Crouch End generally, and the concerns and worry from local residents needs to be taken seriously. Emma can you tell me if Haringey granted the application could it technically impose a condition which said when the thing opened and there were problems with extra cars coming in and we can ask the operators to pay for a consultation to see if residents wanted an extra hour put on the CPZ time say 9pm in the evening and they would be hit by the no permit and they then would not park in the area. This would mean local residents and go out and still have spaces to park on their return and not have their space taken by cinema goes not leaving till 1 to 2 o'clock in the morning. In conjunction with that would Picture House accept it as a condition?

Ans: Emma Williamson said we would have to take it away and talk it over with our transportation colleagues as part of this application and Picture House would like to take it away and think about it outside this meeting, it is what local residents want. The impact on business is strong as well and we will need to think about it, putting an extra hour on in the evening, the impact on businesses could be equally strong to existing businesses, their customers are coming in and parking and sometime local businesses struggle as well so we need to think about it outside the meeting.

Q8: Resident in Hamden Ave – I don't know when you did your survey but it is impossible to park outside of the CPZ times. I've got two children and if I got to take them out anywhere I cannot get a parking space anywhere on my return. It is very noble to think people will come by public transport and there is free parking which there is outside 10 and 12 O'clock in the morning, people will park there. It just means local residents are penalised.

Ans: The survey did show some of the roads to be busier than others, you get to Tottenham Lane the busier they are and the higher you go the greater the capacity and we do acknowledge there is and yes they will park but as you point out there is less available space there the more capacity there are afield and people will park further afield.

Statement: No it won't be cinema goers that will park further afield, it will be the local residents and it will be the residents that won't go out and do things because once I'm gone with my children I will not get a parking space and therefore will stop me from going out and doing things with my children.

Q9: Roskesly Ave resident: I am also a enthusiastic cinema goer and was a planner some time ago and it does result in looking at this that there are conflicts going on and I do not think the conflicts are resolved by using enthusiastic planning for transport and I think the way you have done your modelling is based on false assumptions. It seems to me you can base the average of somewhere else but you have localised it to here. One of the attraction of Crouch End and everybody that lives here is one of the most difficult place in London in terms of public transport accessibility, that will reflected in the modal split and I think your 14% assumption is pretty over optimistic and would ask you in terms of your sensitivity analysis you have done vary in that percentage and what impact that has on the figures you have Already talked about. I would also ask the Council representative whether they have done their own transport assessment or are you relying on the assessment of the applicants.

Ans: The data from which is included in the transport statement which we carried out to accompany the planning application carried out 10th September of this year, prior to that the site had been looked at for a long time and surveys were carried out March of this year as well. In discussion with the Council over the data from the original survey, and they did ask us to vary the scope of the survey and the data is robust. The data that we put in out in our September statement was discussed with the Council before commissioning the survey. The sensitivity test that the Council have asked us to do, we have done which is an addendum report which is going to the Council this week, they have asked us to work out the average cinema use on a Friday and Saturday night at the busiest and asked us to see what would happen if the cinema was a 100% full in practice it is never full as all screens are never in full use at the same time.

Statement from Emma Williamson: I can hear concerns about the transport assessment and I will take that away and talk to our transportation colleagues

about it, they assess the impact and the way the development has been assessed in that regard.

Q10: Resident of Fairfield Gardens, yes I am very concerned about parking. The agenda you distributed tonight, in June when I looked at the scheme the cladding was brown wood and in this picture is shows a pleasant silvery grey. Has it changed?

An: The cladding at the rear of the building has been changed after the scheme went to the Design Panel who made the suggestion that it not be timber and wanted something that didn't change with time. The problem with timber is that it changes over time, it starts off brown and then goes grey and they felt brick cladding so plants could grow on the brick work would be more suitable.

Statement: The problem is that in Fairfield there will be a feel on enclosure by this building and the build is going to take over 9 /12 months and no consideration has been given to those of us living close this, in terms of health and noise, this is a serious concern and have not been addressed in any information leaflets or on website.

Ans: The construction phase will first be the roof and rear elevation and will take a third of the construction time and the vast of the construction time will take place inside the building and because all the access will be in Tottenham Lane and you won't be disturbed throughout the construction process in Fairfield gardens. There is a large sheet of asbestos roof there and will be taken carefully and will be replaced by a different kind of steel roof which goes up very quickly, once up and sealed, all the activity will be inside the building.

Q11: No significant noise pollution is mentioned everywhere in your literature and you mentioned it tonight, for someone who lives and works from home, it seems something different to me than to others.

Ans: In relation to the operation of the cinema, we know you will not hear any sounds from this, we have provided an acoustics report to the Council, we have build similar cinemas in similar residential areas and we have done sound tests through the night at the top of the building as it exists, we have measured the background noise, we have put sound sensors on the back of the building, we have tested the noise in Fairfield Gardens and we have designed the plant to be below the ambient levels, when the cinema is not in operation the plant will be off.

Statement: But it operates from 8am till 1.30 in the morning. What does below ambient means, it does not mean silent.

Q12: My name is Mr Marsh and all I can hear is people saying no, I think we are missing the bigger picture Crouch End doesn't have anything or come close to anything that we can call a cultural centre, we have a Grade 11 listed building which is a town hall that has been in disrepair for many years, this should be housing so many things, cinema, theatre,. There has been 7 schemes come

forward for this site, I think this is a really good opportunity to bring something like this to Crouch End. It is one thing that is missing from Crouch End. We can have 60 cups of coffee in 60 different places but you cannot see a film or anything close to culture. On the Council's website people are saying about the clientele, an art theatre is not a rowdy place, if you put the demographics down. I have been to all the art theatres in London and I never drive to them you don't drive to those places and people won't be a big problem here. No one here is saying is this going to be a nice cultural centre for education, school, for people to be able to come and see a film, all you are talking about is the noise why don't you say let's get rid of all the restaurants in Crouch End. When I tell people I live in Crouch End and they say we go up there for a meal, this place is becoming a place where people come eat and have a drink. I used to live above the laundrette in Fairfield Gardens and I know what is like to deal with noise and appreciate what people are saying about the noise, but feel people are missing the point and saying it is about the noise, people and it will be bad, it's the cars, the 14%, can you not for once embrace something that culturally add to this place. I am passionate about this because we are sitting in a building where I did two designs for Rokesly School for nothing as a contribution, I also did some paid work for the school as I am an architect, I have also been involved with the town hall, what I am talking about is engaging with the community so we can have something sensible here and not just loads of coffee shops. You can with the cars, people, noise but to something cultural like this taking place is here is throwing away an opportunity.

Q13: When you are talking about the Town hall are you saying this will be better in the town hall?

Ans: No what I am saying is this project will benefit local people of Crouch End and provide us with cultural activities.

Q14: I am also very excited at having cinemas here however my questions are why do we need 4 screens? I understood that this site would be on the site of the music palace and the architecture is rather ugly and doesn't look like other buildings in the area.

Ans: In terms of less than 4 screens, for us to produce a viable business, we need as many screens as we can, for you the customer to see a film it comes out for a week and then it goes to screen 2 second week and so on, so it means we can show it for 4 weeks, it cycles down from largest screen to the smallest. We have more screens to allow you the customer to see it within 4 weeks instead of one.

Q15: My property backs onto your development and will have a sense of enclosure it is a much a higher building.

Ans: The building is not much higher; the back of Roseberry house will get nearer to you it is still a way away that it won't affect the light into your property. You will have a building closer to you and it will appear higher, it nearer not higher.

Q16: Can I ask about the planting, who will manage the planting?

Ans: The cinema management will maintain the planting, There will be an automatic watering system which will use rain water and in case of a drought we will use mains water

Q17: Does it not strike anyone that this is ludicrous that we have art picture house and next door we have the new wonder, I live locally and didn't know anything about it. I thought it was a fantastic idea to have a local cinema then I get something in my door about this we are going to have an abundant of cinemas just like Tesco's, budgets, Waitrose, I just don't understand it.

Ans: I cannot stop art house for finding a site and want to build on it, in March we heard that they were developing their project with cinema and they heard about ours, we were equally shocked; We are both going to be opening if this get planning permission and we will work together with Mountview.

Q18: Statement: I agree with the cultural hub but finds it ridiculous to have two cinemas close together and I am very concerned about the parking,

Q19: Will you go away and amend the plans after listening to our comments?

Ans: We will consider all the comments this evening but it will be difficult to deliver this scheme.

Q20: I would like to welcome picture house to the area, it is a fantastic opportunity to bring this end of Crouch End in line with the rest of Crouch End, and there will be disruption, parking stress whilst you build something that will enhance the area.

Q21: Cllr Weber I agree the Tottenham Lane end is Cinderella end of Crouch End and having two cinemas in the area will be good for residents, when looking at planning objections it is not a planning objections, planning considerations are things like height, dimensions of the building. I would like the Council and the developers to check the measurements at the rear of the building because the Quick Fit site was being proposed for development, there was a metre difference in the garden level and a metre can make a big difference. Work together to check the dimensions, Parking I understand I wonder if the Council and the developer have approached TFL because if you are talking 540 people and people coming to have a drink there, you also have the impact of the old Haig for example, the music Palace, there will be more people in the area, they are not necessarily going to be a nuisance but need to be able to get away by public transport, in order to change bus routes to add on extra buses you cannot do it within 6 months, it needs to be done ½ years time, bus routes are looked at every 2/3 years so I would like definitely from the Council and also the developers to press TFL as this would help with public transport. We have rotten public transport and you will have lots of people having around. Good to hear the planting are going to be maintained however the noise is at ambient level, however I would like to see that conditioned so there are regularly maintained. It is easy to let a couple of years go by and the noise creep up and they crack, if that could be conditioned it would solve a lot

of problems down the line. In terms of build there is a little business called MEB motors. If you are putting a wall up there will be scaffolding and they need access for their business so I am hoping the developers will liaise directly with them and ensure they are able to carry on their business as with bubbles car park and car wash. There is also the considerate contractors scheme which I hope the developers would be encourage to sign up to this scheme so residents have access to the site manager so if there was an issue it can be raised immediately. Mountview is taking long but is progressing as part of that the whole CPZ would be reviewed something the Council promised. There needs to be a holistic approach to the review as it cannot be done as a piece meal approach. Can I also ask that the Council circulate a list at the DM Forums of what materials considerations are?

Ans: Emma Williamson said the Council will look into the concerns you raised and the suggestions you've made. We can explain before the meeting what is considered to be material consideration.

Q22: Would there be any community use for young families and also tell me about the Environmental Impact Assessment.

Ans: In relation to community use, the top floor will be space for meeting room for all types of groups at affordable rates. Community groups will be discounted. We have an education team who go round and talk to local schools, films and following their studies, we work with schools to find out how we can be of help. With regards to the environment impact assessment we are using renewable PV panels on the roof, the trick is to use the stale air that you throw away to heat or cool down. The key is to reduce the use of electricity. These systems will be more efficient that cinemas are generally.

Q23: How long will it take for the green wall to grow and I noticed two fire escapes and this is by our precious parking bay in our street. Is the parking bay going to be moved made smaller?

Ans: I don't see why we can't make it work so we don't loose a parking bay and we can recess the doors so they don't to hit cars. With regards to the planting it will take about a year to grow so about two seasons. It will stay green all year round.

Q24: Fairview residents I have issues with parking, we already have the additional parking from the music palace, the old Haig and I do not know why Haringey is here with their own transport assessment incorporating those two new venues in addition to this venue and just buying a privately bought assessment. Where is Haringey on the transport assessment?

Ans: Emma Williamson said this evening is a conversation with the developers and the Council is still formulating its views and assessing what they have submitted and we cannot form a view until the consultation period has ended and we have looked at the application in detail. The transportation team will assess the information submitted and they will use their local knowledge if they require more work to be done then the applicants will have to comply.

<p>We will take back all the concerns raised this evening.</p> <p>Q25: I will still be able to see the top of that building from my basement flat, it will block my light. I am inviting you to come to my flat and see for yourself. If you had a 3D model and proper photo montage it would help reduce the concerns people have. I also didn't know anything about this scheme until this evening.</p> <p>Ans: I and my colleague posted in letter boxes 1,000 leaflets through doors and we held two consultation meetings. I apologise if you didn't get it.</p> <p>Q26: Cllr Winskill: If something does fall off or break down and someone rings the Council, we need to know that someone from enforcement will come and investigate, can this be conditioned, we have had in Tops Parade a restaurant the noise from the ventilation was reported but nothing could be done,</p> <p>Ans: We are looking at conditions in general and how that would work and the service of equipment this work is still ongoing and I do not want to commit to anything this evening, however I can confirm that I will look into it and see how we can condition and whether we can enforce against it as a way of moving forward.</p> <p>Q27: Will picture house advertise the telephone number of the manager so local residents can report issues and concerns.</p> <p>Ans: We want to be a good neighbour and if you feel you have to go to environmental health, then we have not been a good neighbour. You should be on first name terms with cinema manager, be able to raise your concerns and together working in partnership to resolve any issues that come up. If a number or email address is necessary then we will give it.</p> <p>Emma Williamson reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. She thanked everyone for attending and contributing to the meeting.</p> <p>End of meeting</p>	
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Appendix 2 – consultation responses

No.	Stakeholder	Comments	Response
1	Transportation	Raise no objection subject to a Section S106 for a travel plan and financial contribution towards parking and traffic management measures, and conditions for parking plan, CMP and DSP	Noted
2	Environmental Health	Raise no objection subject to construction dust condition	Noted
3.	Waste Management	Raise no objection	Noted
3.	Conservation Officer	Raised no objection to the proposal. They suggested that front facade should be broken up into bays to follow the traditional retail frontages and facades	The applicant has amended the front elevation following the comments.
4.	Thames Water	Raise no objection	Noted
5.	Transport for London	Raise no objection subject to CMP and DSP conditions	Noted
6.	Crime Prevention Officer	Raise no objection but has recommended fire exit doors on Fairfield Gardens are alarmed and linked to the CCTV and reception	The applicant has the fire exit doors will only be used in emergencies and not for general public use to leave the building. The doors will be alarmed and linked to CCTV.
7.	London Fire Brigade	Raise no objection	Noted

No.	Stakeholder	Comments	Response
8.	Design Panel	Raise no objection and generally supportive of the scheme	Noted
9	Local Residents	Principle of an another cinema proposal in the area	Officers have considered the wider regeneration and cultural benefits that the cinema proposal would bring to the area which would enhance rather than detract from the viability and vitality of Crouch End District Centre
10	Local Residents	Parking and traffic impacts to surrounding streets.	<p>A transport statement including a parking stress survey based on the Lambeth Methodology has been carried out to demonstrate capacity within 400 metres of the site in a 'worst case scenario'. These scenarios will only occur 6 or 7 times a year for special screenings.</p> <p>Bicycle spaces have been provided within the building to encourage other sustainable modes of travel.</p> <p>A Section 106 will secure a travel plan to offset any parking impacts and a financial contribution is sought towards parking and traffic management measures. A parking review plan is also sought by condition.</p>
11	Local Residents	Impact of noise.	<p>A noise report has been commissioned to confirm that there would be no impact upon residents caused by noise emitted from the cinema.</p> <p>The staggered timings of the screens means visitors are likely to leave and arrive at different times.</p>
12	Local Residents	Misuse of fire exit doors	The fire exit doors are for emergencies only and will be

No.	Stakeholder	Comments	Response
			alarmed and linked to CCTV.
13	Local Residents	Health and safety issues over the removal of asbestos roof	The safe removal of the asbestos roof will be overseen by Haringey's Environmental Health.
14	Local Residents	Loss of daylight/sunlight and outlook	<p>A daylight/sunlight report has been submitted to demonstrate that the new rear additions would not lead to a significant degree of impact upon adjacent properties and also be within BRE recommended guidelines.</p> <p>The proposal features a green wall to 'soften' the appearance of the rear additions.</p>
15	Local Residents	Impact of property structure.	The impact upon the physical damage and stability of adjacent buildings is a civil issue between neighbouring landowners
16	Local Residents	Anti-social behaviour	<p>There is no substantive evidence to demonstrate the proposal is likely to lead to anti-social and rowdy behaviour at the site.</p> <p>The ancillary bar/cafe will be subject to strict licence controls, and its alcohol licence may be revoked by the Council in the event of any future alcohol-related incidents.</p>
17	Local Residents	Design and appearance	<p>The proposal has been subject to Haringey's Design Panel and the front facade has been amended following initial concerns.</p> <p>The design is considered a significant improvement over the existing building which would enhance the streetscape and public realm.</p>

No.	Stakeholder	Comments	Response
18.	Local Residents	Inadequate refuse provision	<p>Proposed waste bins will be contained wholly within the building without being stored over the highway.</p> <p>Servicing will be taken from Tottenham Lane and a delivery and servicing plan has been sought by condition.</p>
19.	Local Residents	Basement impact	A basement impact assessment is not required under the Council's 'Basement Development Guidance Note', as it will be below the existing building footprint (not boundary to boundary), and not project beyond the main rear wall.
20.	Local Residents	Fire Risk	This is not a material planning consideration as it is regulated by Building and Fire Regulations.
21.	Local Residents	Unsustainable local jobs	Construction training / local labour initiatives are sought within the Section 106.