

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/2019	Ward: Hornsey
Address: Hornsey Reuse and Recycling Centre, High Street, London, N8 7QB	
<p>Proposal: Demolition of existing structures and buildings and redevelopment of the site to provide a mixed-use development comprising approximately 3,250sqm (GIA) foodstore (A1 use) and 114 space surface level car parking for the foodstore; 438 residential units including affordable housing and ancillary residential gym, approximately 356sqm (GIA) unit on Hornsey High Street (flexible A1, A2 (including a temporary marketing suite), or D1 use); two live/work units fronting onto Cross Lane; together with private amenity space and new public realm, including publicly accessible routes through the site; an energy centre; 178 car parking spaces for the residential use (within a basement and undercroft); cycle parking; refuse storage; recycling centre in the foodstore car park; access; and other infrastructure work.</p>	
Existing Use: Household waste reuse and recycling facility	
Proposed Use: Residential (C3), foodstore (A1), flexible commercial and temporary marketing suite (A1/A2/Sui Generis), live/work (Sui Generis)	
Applicant: St James Group Ltd And Sainsbury's Supermarkets Ltd	
Ownership: Part Council and part private owned land	

DOCUMENTS
Title
Design and Access Statement September 2013
Planning Statement September 2013
Environmental Statement – Volumes I, II and III September 2013 and addendum December 2013
Retail Statement September 2013
Transport Assessment September 2013
Energy Strategy September 2013
Sustainability Statement September 2013
Statement of Community Involvement September 2013
Landscape Strategy September 2013
Tree Survey September 2013
Heritage Statement September 2013
Demolition Management Plan September 2013

Site Waste Management Plan September 2013

PLANS		
Plan Number	Rev.	Plan Title
PL_001	P1	Location Plan
PL_002	P1	Existing Plan
PL_003	P1	Demolition Plan
PL_099	P3	Basement Plan
PL_100	P3	Ground Floor Plan
PL_101	P4	First Floor Plan
PL_102	P4	Second Floor Plan
PL_103	P4	Third Floor Plan
PL_104	P4	Fourth Floor Plan
PL_105	P3	Fifth Floor Plan
PL_106	P3	Sixth Floor Plan
PL_107	P3	Seventh Floor Plan
PL_108	P3	Roof Plan
PL_110	P3	Ground Floor Plan Store
PL_111	P3	First Floor Plan Blocks A-G
PL_112	P4	Second Floor Plan Blocks A-G
PL_113	P4	Third Floor Plan Blocks A-G
PL_114	P4	Fourth Floor Plan Blocks A-G
PL_115	P3	Fifth Floor Plan Blocks A-G
PL_116	P3	Sixth Floor Plan Blocks A-G
PL_117	P3	Seventh Floor Plan Blocks A-G
PL_118	P3	Roof Plan Blocks A-G
PL_120	P2	Ground Floor Plan Blocks H-N
PL_121	P1	First Floor Plan Blocks H-N
PL_122	P3	Second Floor Plan Blocks H-N
PL_123	P3	Third Floor Plan Blocks H-N
PL_124	P3	Fourth Floor Plan Blocks H-N
PL_125	P1	Fifth Floor Plan Blocks H-N
PL_126	P1	Sixth Floor Plan Blocks H-N
PL_127	P1	Roof Plan Blocks H-N
PL_129	P2	Basement Plan Store
PL_200	P1	Existing Elevations Z and Y
PL_201	P1	Existing Elevation X
PL_202	P1	Existing Elevation W
PL_203	P1	Existing Elevation V
PL_204	P1	Existing Elevation U
PL_301	P3	Elevation A-A and Elevation B-B
PL_302	P3	Elevation C-C
PL_303	P3	Elevation D-D
PL_304	P3	Elevation E-E
PL_305	P3	Elevation F-F and Elevation G-G
PL_306	P4	Elevation H-H and Elevation I-I
PL_307	P3	Elevation J-J
PL_308	P4	Elevation K-K

PL_309	P3	Elevation L-L and Elevation M-M
PL_310	P3	Elevation N-N
PL_311	P3	Elevation O-O
PL_350	P3	Hornsey Gardens Bay Study 1
PL_351	P2	Hornsey Gardens Bay Study 2
PL_352	P2	Moselle Quarter Bay Study 1
PL_353	P2	Moselle Quarter Bay Study 2
PL_354	P2	Moselle Quarter Bay Study 3
PL_355	P2	Cross Lane Bay Study
PL_356	P4	High Street Bay Study

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PLANNING DESIGNATIONS:

Local Plan 2013 SP1 Haringey Heartlands Growth Area
Saved Unitary Development Plan 2006 Policy Site Specific Proposal 4 (SSP4)
Conservation Area (part)
Local Shopping Centre (part)

RECOMMENDATION

GRANT PERMISSION subject to referral to the Mayor of London and subject to conditions and s106/s278 Legal Agreement

SUMMARY OF REPORT

The application site is 2.1ha in area and located north of Hornsey High Street, N8. It is currently used as reuse and recycling centre but was once a council depot, mortuary and coroner's court.

The site is located within the Haringey Heartlands Development Framework SPD area which seeks a comprehensive mixed use development on the site comprising a foodstore, housing, employment and community uses to complement the High Street Local Shopping Centre.

The proposed development consists of a foodstore with surface level car park with 114 spaces, 438 residential units with 178 parking spaces, flexible commercial unit on the High Street and two live/work units. The proposed land uses and density are considered acceptable having regard to the SPD and supporting regeneration policy. The existing recycling facility will be relocated to Western Road, N22.

The proposal provides 42% affordable housing by habitable room. This relatively high level of affordable housing is enabled by a mix of dwelling favouring 1- and 2-bedroom dwellings but with larger family units provided for affordable rent. The housing 'offer' proposed, although not strictly compliant with GLA and Local Plan policies regarding mix and level of affordable housing is supported by a financial viability appraisal which has been independently assessed and found to provide the maximum reasonable amount.

The proposal has been designed to meet regeneration objectives and respond to the existing context and character of the surrounding area. Officers are satisfied that the design is of high quality, delivering quality housing and causing no significant impact on residential amenity.

The Hornsey Baths building on the High Street will be demolished to enable the development. The building is not protected but is in a conservation area. However, its loss is partly mitigated by the retention of the entrance feature. The development's wider effects on the Conservation Area and nearby heritage assets are considered acceptable given the regenerative benefits of the scheme.

The impacts of the new access road with signalized junction on the High Street, vehicles ingresses and egresses, and volume of trips generated have been modeled and assessed by Transport for London and a Council appointed transport consultant. The traffic impact is not considered to be significantly harmful and the junction design is acceptable for planning purposes, pending final approval by Transport for London.

The culverted Moselle Brook runs beneath the site and will be diverted. Officers accept that the benefits of de-culverting are insufficient in this instance.

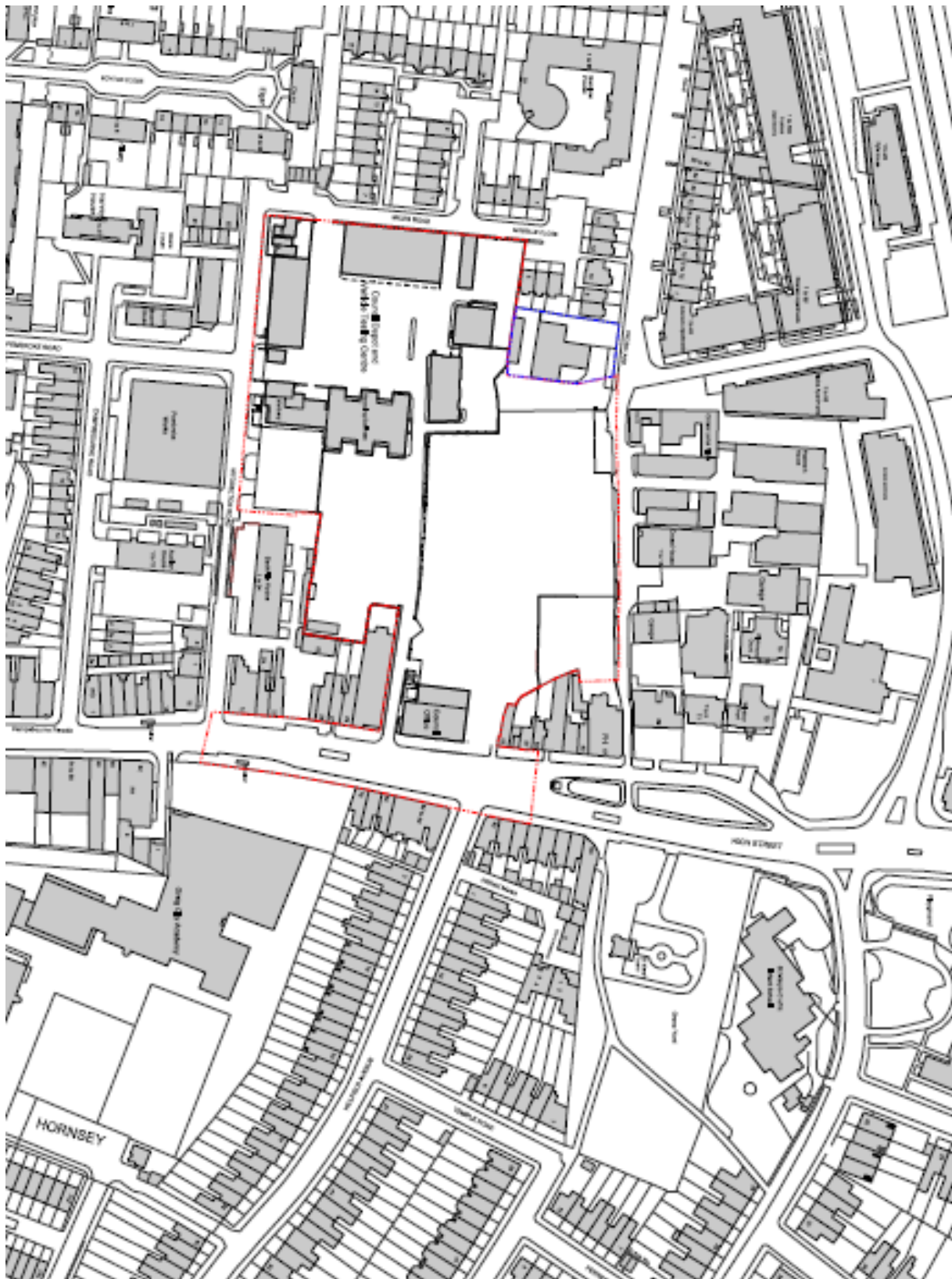
An Environmental Statement (ES) was submitted with the application due to the size of the development. The ES concludes that the environmental impacts of the development are not significant, or where they are negative, can be adequately mitigated.

Contributions toward education, employment and training, a controlled parking zone, bus stop, pedestrian and cycling improvements and necessary highway works will be secured by s106 and s278 agreements. The development will be liable for the Mayoral Community Infrastructure Levy.

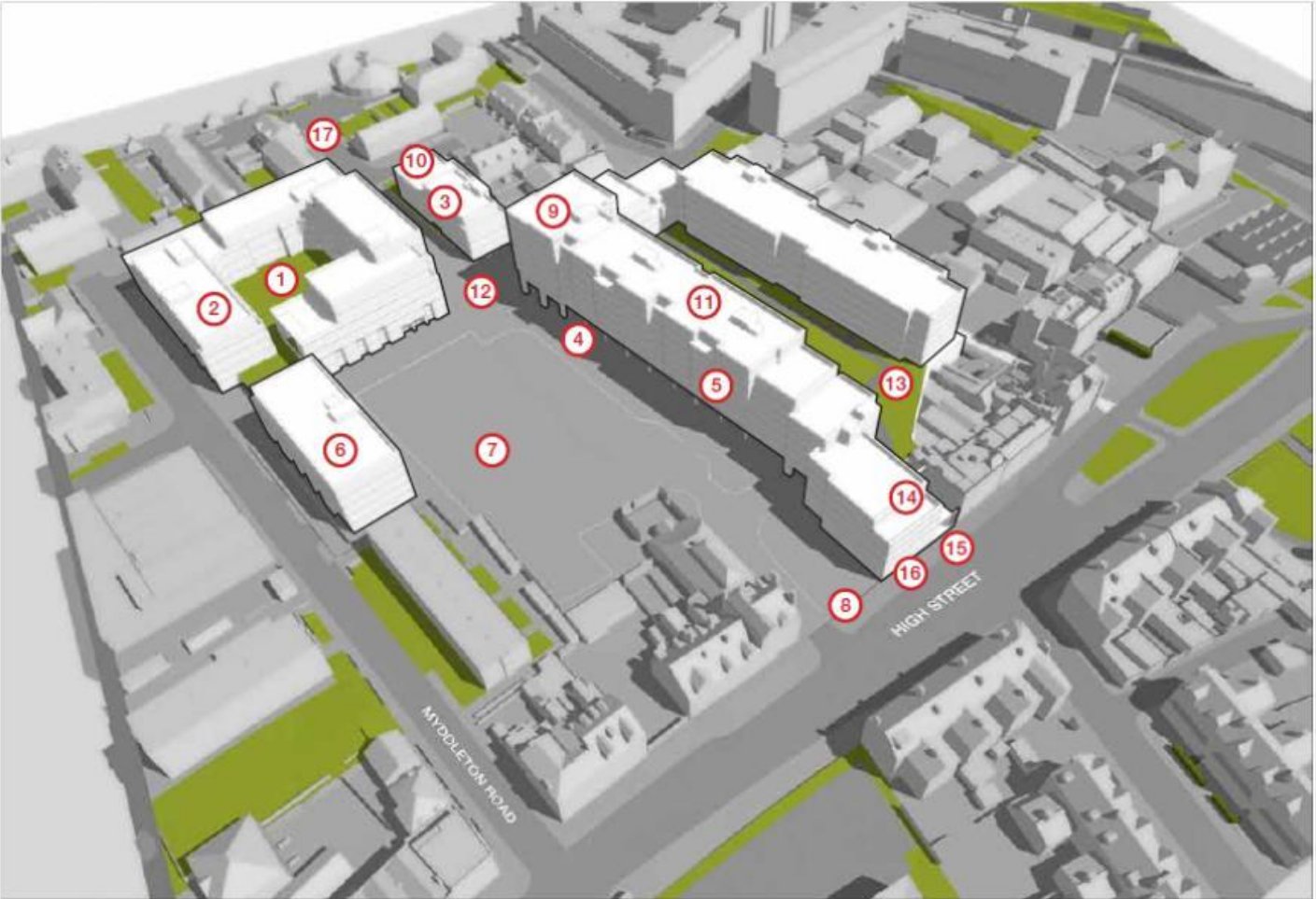
The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

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1.0 SITE PLAN



2.0 IMAGES



General layout - looking north



General layout - looking south



View from High Street



View from access road within site, just off High Street



View looking east across pedestrian route through the site



View looking south along Myddelton Road



View looking east along Pembroke Road



View looking east along Miles Road



View from Great Amwell Lane looking south west

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is approximately 2.1ha in area and is located on the north side of Hornsey High Street and is bounded by Myddelton Road, Miles Road and Cross Lane. The site can be understood as being in two halves: the eastern half of the site consists of open hardstanding and the western half contains a number of yards, warehouses and small buildings comprising the Hornsey Reuse and Recycling Centre and education facility, a Council depot and a former mortuary and coroner's court. At the southern end of the site, facing High Street is the former Hornsey Public Baths and Washhouse building. Access to the site is via a private road between no. 31 and 35 High Street.
- 3.2 Surrounding development is varied in character owing to the site's position in both the local shopping centre and neighbouring residential and commercial areas. Development to the north and west consists of 2- and 3-storey post-war residential development. To the east is Campsbourne Well House, a disused pump house. Further east is New River Village, a contemporary 6- to 7-storey residential development as well as an area of mostly industrial and business buildings on Cross Lane. To the south is Hornsey High Street, which is a designated Local Shopping Centre in the Local Plan and is characterised by a mix of retail, cafe and restaurant uses 2- to 3-storeys in height.
- 3.3 Hornsey High Street is a Conservation Area and the southern end of the application site, including the former Hornsey Public Baths and Washhouse falls within its boundaries. The Baths building is not a statutorily or locally listed building but the nearby Great Northern Railway Tavern, no.'s 69 and 71 Hornsey High Street and the former St Mary's Parish Hall at 31 Hornsey High Street are each Grade II Listed. The Hornsey Water Works and Filter Beds Conservation Area is immediately to the east. Campsbourne Well House falls within this conservation area and is Locally Listed.
- 3.4 The site has a Public Transport Accessibility Level of 3 (medium) and has access to local bus routes, Hornsey Station 300m to the south east and Turnpike Underground Station 1km to the east.
- 3.5 Alexandra Palace and Park is to the north west and Priory Park is to the west. A culverted section of the Moselle Brook runs diagonally north east towards the northern end of the site.
- 3.6 The site and land stretching towards Wood Green falls within the Haringey Heartlands Development Framework and this area is also identified in the London Plan 2011 as an 'Area for Intensification'.

4.0 PROPOSAL DESCRIPTION

- 4.1 The application proposes the demolition of all existing structures on site and its redevelopment to provide a mixed-use development comprising a foodstore 3,250 sq. m (Gross Internal Floor Area); a flexible use unit 356 sq. m in area (A1, A2 or D1, including temporary marketing suite) fronting Hornsey High Street; 438 residential units, two live/work units; an energy centre; 178 parking spaces for residential use and a 114 space surface level car for the foodstore.
- 4.2 The building fronting the High Street is part 3- and 4-storeys with the ground floor proposed for a flexible use and the upper floors as private residential. Behind is the 'Hornsey Gardens' building which comprises the foodstore with basement parking and six floors of private residential above. The residential element is arranged in a horseshoe shape around a central landscaped courtyard amenity space. The two live/work units are located on the ground floor facing Cross Lane and behind the foodstore. To the north is 'Moselle House', a part 3- and 4-storey private residential building. To the north west is the 4- to 8-storey 'Quadrangle' which contains affordable rented and intermediate housing arranged around a landscaped area at podium level with parking underneath. To the west is 'Myddleton House', which is 5-storeys and contains affordable rented accommodation.
- 4.3 Vehicular access to the food store carpark and undercroft loading and servicing area is via a new road off Hornsey High Street, with signalised junction. Access to the residents' basement car park is via an access way near the junction of Cross Lane and New River Avenue and access to the undercroft parking to the Quadrangle is off Miles Road. Pedestrian access within the site is arranged in a cross shape, linking the roads which bound the site.

5.0 PLANNING HISTORY

- 5.1 The site has been in use as workshops, storage and similar uses since the 1970s and was later used as a Council depot around 1980. In 1996 an application was made for a food store but it was withdrawn in 2000. An application submitted in 1997 was approved in 2000 after being called in by the Secretary of State, and included a food store (3,790 sq. m GIA) and 162 residential units. This permission was never implemented. In 2005 temporary planning permission was granted to use the site as recycling centre. This permission was renewed in 2007, 2010 and 2013.
- 5.2 Full Planning history provided below

HGY/2010/1452 - Renewal of time limited permission HGY/2007/1360 for an additional 3 years. – GRANTED

HGY/2007/1360 - Use of former council depot as recycling centre (civic amenity site or public use) for temporary period up to 3 years. – GRANTED

HGY/2005/1470 - Change of use of building from council depot to B1 (business and light industrial) – GRANTED

HGY/2005/0338 - Use of former Council Depot as Recycling Centre (Civic Amenity site for public use) for temporary period up to 3 years. Erection of two single storey site office buildings (demountable); improvements to vehicle access road, fencing and gates; - GRANTED

HGY/54087 and /54088 (old reference system) – Construction of retail foodstore with associated servicing area and parking spaces; construction of residential development comprising social housing units and private sector units with associated car parking spaces; change of use of former pumping station and well house to use within the A3 Use Class and associated car parking spaces; creation of 2.34 hectares of public open space close to the New River; construction of new vehicular access road and a new signal-control junction on Hornsey High Street; and Conservation Area Consent for the demolition of buildings and structures in the conservation areas – APPROVED BY SECRETARY OF STATE

HGY/1996/0893 - Erection of class A1 retail store, coffee shop, creche, post office, dry cleaners, pharmacy, together with automatic teller machines, car park, access, landscaping and ancillary facilities – WITHDRAWN

HGY/1991/0232 - Erection of a 2 storey warehouse building for light industrial use – WITHDRAWN

OLD/1989/1374 - Erection of an additional storey at first floor level onto existing single storey building for use as storage/warehousing and light industrial – WITHDRAWN

OLD/1987/1347 - Listed building consent for demolition of buildings and erections of supermarket with car parking and servicing. – WITHDRAWN

OLD/1987/1346 - Demolition of existing buildings and construction of new supermarket with associated car parking and servicing – WITHDRAWN

OLD/1987/1345 - Construction of new super market with associated car parking & servicing L.B.C. – WITHDRAWN

OLD/1987/1344 - Demolition of existing buildings. – WITHDRAWN

OLD/1987/0766 - Erection of system built temporary offices – GRANTED

6.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

The NPPF seeks to ensure that there is presumption in favour of supporting proposals that achieve sustainable development. The chapters relevant in considering this proposed development are as follows:

1. Building a strong, competitive economy;
2. Ensuring the vitality of town centres;
4. Promoting sustainable transport;
6. Delivering a wide choice of high quality homes;
7. Requiring good design;
8. Promoting healthy communities;
10. Meeting the challenge of climate change, flooding and coastal change
12. Conserving and enhancing the historic environment

Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009)

London Plan 2011

Policy 3.3 Increasing Housing Supply

Policy 3.4 Optimising Housing Potential

Policy 3.5 Quality and design of housing developments

Policy 3.6 Children and young people's play and informal recreation facilities

Policy 3.7 Large residential developments

Policy 3.8 Housing Choice

Policy 3.9 Mixed and Balanced Communities

Policy 3.11 Affordable housing targets

Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes

Policy 3.13 Affordable Housing thresholds

Policy 3.17 Health and social care facilities

Policy 3.18 Education facilities

Policy 4.4 Managing Industrial Land and Premises

Policy 4.7 Retail and town centre development

Policy 4.8 Supporting a successful and diverse retail sector

Policy 4.9 Small shops

Policy 4.12 Improving opportunities for all

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.6 Decentralised energy in development proposals

Policy 5.7 Renewable energy

Policy 5.9 Overheating and cooling

Policy 5.10 'Urban greening'

Policy 5.11 Green roofs and development site environs

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 5.21 Contaminated land
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 6.7 Better streets and surface transport
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 7.8 Heritage assets and archaeology
Policy 7.12 Implementing the London View Management Framework
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands
Policy 7.25 Increasing the use of the Blue Ribbon Network for passengers and tourism
Policy 7.27 Blue Ribbon Network: supporting infrastructure and recreational use
Policy 7.28 Restoration of the Blue Ribbon Network

Haringey Local Plan 2013-2026

SP0 Presumption in Favour of Sustainable Development
SP1 Managing Growth
SP2 Housing
SP4 Working Towards a Low Carbon Haringey
SP5 Water Management and Flooding
SP6 Waste and Recycling
SP7 Transport
SP8 Employment
SP9 Improving skills and training to support access to jobs and community cohesion and inclusion
SP10 Town Centres
SP11 Design

SP12 Conservation
SP13 Open Space and Biodiversity
SP14 Health and Well-being
SP15 Culture and Leisure
SP16 Community Facilities

Saved Unitary Development Plan 2006 Policies

UD3 General Principles
UD7 Waste Storage
UD10 Advertisements
ENV5 Works Affecting Watercourses
ENV6 Noise Pollution
ENV7 Air, Water and Lighting
ENV11 Contaminated Land
HSG2 Change of use to residential
EMP5 Promoting employment uses
TCR2 Out of town centre development
TCR3 Protection of shops in town centres
TCR 4 Protection of local shops
M8 Access Roads
M9 Car free residential developments
OS4 Alexandra Park and Palace
OS17 Tree Protection, tree masses and spines
CSV 7 Demolition in Conservation Areas
CSV8 Archaeology
M10 Parking for Development

Supplementary Planning Guidance

Haringey Heartlands Development Framework 2005

SPG1a 'Design Guidance'
SPG2 Conservation and Archaeology
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG6a Shopfront, signage and Security
SPG7a 'Vehicle and Pedestrians Movement'
SPG7b 'Travel Plans'
SPG7c 'Transport Assessments'
SPG8a 'Waste and Recycling'
SPG8b 'Materials'
SPG8c Environmental Performance
SPG8d Biodiversity/landscaping/trees
SPG8e Light Pollution
SPG8f 'Land Contamination'
SPG9 'Sustainability Statement'

SPG10a 'The negotiation, management and monitoring of planning obligations'

SPG10b 'Affordable Housing'

SPG10c 'Educational Needs generated by new housing development'

SPG 11c Town Centre Retail Thresholds

Open Space and Recreational Standards SPD

Sustainable Design and Construction SPD

SPD - Housing ('Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes')

Mayor's Housing SPG

Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG

7.0 CONSULTATION

7.1 The applicant carried out public consultation prior to the submission of the application. This occurred in three stages:

- May 2013: Understanding the issues – involving one-to-one interviews with representatives of different local stakeholder groups
- June 2013: Masterplan development – Two workshops and three exhibitions were held to understand local views on initial proposals. 232 people attended the exhibition, 60 people attended a workshop, 97 feedback forms were received and 30 quick comment forms were received
- September 2013: Detailed design – Three exhibitions were held to discuss the proposals and the revisions made in response to the previous consultation. 232 people attended the exhibition, 89 feedback forms were received and 26 Quick Comment forms were received

7.2 The applicant also consulted the Local Planning Authority, the Greater London Authority, Transport for London, the Environment Agency and the Haringey Design Panel during the design process.

7.3 After submission, residents of 3,935 local properties were consulted in two rounds in September and December 2013.

7.4 From local residents, 86 responses were received as of the X of January 2014. 80 were in objection and 6 were in support.

7.5 Development Management Forums were held on the 26th and 27th of November and were attended by 103 people. The minutes can be found in Appendix 2.

7.6 A summary of statutory consultees', residents' and stakeholders' comments and objections can be found in Appendix 1. Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.

7.7 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

7.8 The table below list all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> • Ward Councillors • Building Control • Cleansing • Transportation • Housing, Design & Major Projects • Housing Renewal • Conservation and Design • Environmental Health – Contaminated Land • Environmental Health – Noise & Pollution • Arboricultural Officer • Economic Regeneration • Education • Licensing 	<ul style="list-style-type: none"> • Greater London Authority • Natural England • English Heritage • GLAAS • Thames Water • TfL Street Management • Arriva London • Metropolitan Police • Environment Agency • London Fire Brigade • Hornsey CAAC • Campsbourne Residents Association • Friends of Priory Park • MORRSH • Warner Estate Residents Association • Alexandra Palace & Park CAAC • Alexandra Park and Palace Charitable Trust • New River Village Residents Association <p>Residents of 3,935 local properties were consulted in two rounds in September and December 2013</p>

8.0 ANALYSIS / ASSESSMENT OF APPLICATION

8.1 Presumption in favour of sustainable development

8.1.1 Haringey Local Plan Policy SP0 states that:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies

are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or*
- Specific policies in the NPPF indicate that development should be restricted.*

8.1.2 The proposal can be considered as an example of sustainable development in that it seeks to make more intensive use of a previously used site to provide residential accommodation, retail and commercial space in an accessible location and in a local centre. Accordingly, the proposal is afforded positive consideration in development plan terms given that there is a presumption in favour of sustainable development.

8.1.3 There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis explains these.

8.2 Regeneration Context and Principle of Development

8.2.1 The application site is identified at various levels of planning policy as being suitable for more intensive development as explained below.

8.2.2 The London Plan 2011 identifies this site as being within the Haringey Heartlands/Wood Green 'Area for Intensification'. These Areas of Intensification are considered to have the capacity to accommodate substantial new jobs and homes. The London Plan anticipates that this area can accommodate 2000 jobs and at least 1000 homes through mixed-use schemes at optimum densities.

8.2.3 Haringey Local Plan 2013 Policy SP1 sets out that the Council will focus growth in the most suitable locations and identifies two growth areas, Haringey Heartlands and Tottenham Hale. The Council will expect development in Growth Areas to provide substantial jobs, homes, maximise site opportunities, provides links, benefits and infrastructure for surrounding areas and be in accordance with Council planning policies.

8.2.4 The site forms part of a wider site identified in the saved policies of the Unitary Development Plan 2006 as being suitable for 'Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.'

- 8.2.5 The Haringey Heartlands Development Framework was developed in 2005 to guide development in this Area of Intensification. The framework area is divided into a number of different character areas and the application site is located in the 'Western Utilities Lands' and 'Hornsey High Street' areas. In respect of land use, a mix of housing, employment and community facilities as well as medium size food store are sought within the Western Utilities Lands; and within the Hornsey High Street area, development should deliver an extended retail and leisure offer to support the town centre function of the High Street.
- 8.2.6 The proposed development responds to this policy context by providing a mix of residential, retail, live/work and a flexible commercial unit on the High Street. The development is posed at a high density to optimise site use and it is considered that the proposal responds appropriately to the objectives set out in planning policy and supporting documents.
- 8.2.7 The development will result in the loss of some light/general industrial uses. The site is not in a designated employment area however the provision of a foodstore will result in a net increase in employment opportunities on the site (estimated at 120 full and part time jobs). Local employment opportunities during the construction period will be secured by s106 agreement. This element of the proposal is supported by London Plan Policies 4.4 and 4.12, Local Plan 2013 policies SP8 and SP9, and Saved UDP 2006 Policy EMP4.
- 8.2.8 The principle of retail development is discussed in Section 8.4 'Town Centres and Retail Impact'.
- 8.2.9 The principle of additional housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan sets out a target of 8,200 dwellings between 2011 and 2021 and the development will contribute 438 dwellings, or 5% of the requirement over that period.

- 8.2.10 The two live/work units on Cross Lane provide flexible workspace and activity on this frontage of the development. They are of acceptable size and layout having regard to Saved UDP 2006 Policy EMP7.
- 8.2.11 The proposed development is considered to respond appropriately to the policy context set by the national, London and local planning policy and the principle of development is considered acceptable.

8.3 Existing waste use

- 8.3.1 Currently the site accommodates a household waste re-use and recycling facility. London Plan Policy 5.17 affords strategic protection to waste sites in order to safeguard and enhance London's future waste capacity. This is reinforced by Haringey Local Plan 2013 Policy SP6, which resists loss of waste sites unless appropriate re-provision is made.
- 8.3.2 Planning permission was granted in December 2013 to bring a former depot on Western Road, N22 back into use in order to provide a replacement facility. This Western Road site is larger than the Hornsey Site, in a less congested location and does not adjoin any residential development. Western Road currently does not form part of the North London Waste Authority's waste strategy and its use as a replacement facility will not take away from existing capacity. Consequently, it is considered to be suitable location for a replacement waste facility. The facility will be able to accept the same type and amount of waste accepted at the Hornsey facility and will be operational in time to avoid a gap in provision.
- 8.3.3 The proposed loss of the existing waste facility will be mitigated by a replacement facility provided in a timely fashion, in compliance with the above policies and as such is acceptable.

8.4 Town Centres and Retail Impact

- 8.4.1 The High Street frontage of the application site lies within a designated Local Shopping Centre as identified in the Haringey Local Plan. The proposed development provides a 3,250 sq. m (GIA) foodstore outside the Local Shopping Centre but near its boundary.
- 8.4.2 The NPPF (paragraph 23) highlights that planning policies should be positive, promote competitive town centre environments and encourage growth of centres, and that for developments that are not in an existing centre and not in accordance with an up-to-date Local Plan, applicants are required to satisfy the sequential test (paragraph 24).
- 8.4.3 The London Plan 2011 sets region-wide planning policy including policy in relation to retail and town centre development. Policy 2.15 states that boroughs and other stakeholders should coordinate the development of London's network of town centres so they provide, among other things:

'the structure for sustaining and improving a competitive choice of goods and services conveniently accessible to all Londoners, particularly by public transport, cycling and walking'.

8.4.4 Policy 4.7 states that in relation to proposed retail development:

- It should be related to the town centre's size, role, function and catchment;
- It should be focused on sites within town centres or on the edges of centres or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport; and
- Proposals for new, extensions to existing or out of town centre development will be subject to an assessment of impact

8.4.5 Policy 4.8 supports the provision of convenience retail in district, neighbourhood and more local centres.

8.4.6 The Haringey Local Plan 2013 Policy SP10 sets out the Council's aims for town and local centres in the Borough. In relation to designated Local Shopping Centres such as Hornsey High Street, core local shopping facilities and services such as convenience retail will be supported.

8.4.7 Policy TCR2 of the earlier UDP 2006 has been saved and it applies to retail development which is outside the designated town and local centres. It states that:

Proposals for new retail development outside the identified town and local shopping centres should demonstrate that:

- a) there is a need and the sequential approach as advocated by Government guidance has been appropriately applied;
- b) it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres;
- c) the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected;
- d) it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot; or
- e) the proposal complies with an adopted Planning Framework.

8.4.8 The Haringey Heartlands Development Framework 2005 identifies the application site as being appropriate for a medium size food store no larger than 2,500sq. m (GIA).

Need

8.4.9 The Haringey Heartlands Development Framework and later Local Plan 2013 were informed by the results of Retail and Town Centres Study (RTCS) by Nathaniel Lichfield and Partners undertaken in 2008. The study

found that existing convenience facilities were trading well above a benchmark turnover, with Muswell Hill and Crouch End in particular trading particularly high. The study concluded that there is significant potential for further convenience goods floorspace provision in the Borough.

- 8.4.10 The consultants who undertook the retail assessments undertook their own study in July 2012 to determine the need for a foodstore based on surveys and existing data. The study found there was significant evidence in favour of additional convenience shopping floorspace in Hornsey. This has been acknowledged in planning policy and in the Secretary of State's decision to grant the earlier planning permission for a foodstore of 3,790 sq. m on this site, which is larger than foodstore anticipated in the Development Framework and larger than the foodstore currently proposed. Officers agree with this analysis.

Town centre location

- 8.4.11 The proposal consists of two retail/town centres uses, the foodstore and the High Street commercial unit. The High Street unit is within the boundary of the Local Shopping Centre and will form part of the existing shopping frontage.
- 8.4.12 National, regional and local policy requires that the sequential approach to site selection should be applied to all development proposals for retail development that are not in an existing centre and not in accordance with an up-to-date development plan. The proposed foodstore is located just outside of the Local Shopping Centre boundary however, the practice guidance to PPS4, 'Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009)' advises that when judging whether proposals should be regarded as 'in centre', it is appropriate to consider the degree of integration and linkage between the proposal and the rest of the Primary Shopping area and whether they will genuinely function together. It is considered that due to the proximity and layout of the proposal, the foodstore will integrate with and become part of the Local Shopping Centre and therefore a sequential assessment is not required.. The GLA has also taken this view.

Sequential test

- 8.4.13 Despite the above view, the applicant has undertaken a sequential test. The sequential test requires that applications for main town centre uses should be located in town centres, then in edge of centre of location and only if suitable sites are not available should out of centre sites be considered (NPPF paragraph 24).
- 8.4.14 The applicants have submitted a retail assessment prepared by Turley Associates which applies the sequential approach by assessing alternative sites capable of accommodating a 2,500 sq. m foodstore (as this is the size of foodstore set out in the Development Framework) and whether they are

likely to become available within a reasonable period of time, whether the site is suitable for the type of development proposed and whether it is viable for the proposed development.

- 8.4.15 The assessment looked at sites in other centres in the borough but found that there were no more centrally located sites available, suitable or viable to accommodate the proposed foodstore. The Council is satisfied with this assessment

Retail Impact

- 8.4.16 The submitted retail assessment assessed the likely impact on nearby town centres. As the proposal will introduce additional convenience good floorspace into Hornsey High Street, there is likely to be some impact on existing convenience trading on Hornsey High Street and nearby town centres. This is estimated to be -11.4% on Muswell Hill, -11.0% on Crouch End, -5.6% for Hornsey High Street, -5.4% Wood Green, -5.0% Green Lanes and -1.4% Park Road/Priory Road.
- 8.4.17 Although there will be an impact, it is not considered to be 'significantly adverse' as required by the NPPF for refusal to be considered. It is noted that the greatest impact will fall on Muswell Hill and Crouch End, which are both noted to be overtrading. It should also be noted that the impact is caused by convenience expenditure being retained locally rather than spread further away from these centres. There is likely to be no significant impact on other type of expenditure, such as comparison goods, and therefore the overall health of nearby centres will remain positive due to the wide range of goods and services provided.
- 8.4.18 The proposed foodstore is 3,250 sq. m (GIA), with a net sales area of 2,100sq. m. The Haringey Heartlands Development Framework envisions a foodstore of not more than 2,500 sq. m (GIA). However, the submitted retail impact assessment demonstrates that there is capacity for a foodstore of greater size (3,903 sq. m GIA, as considered in the study).
- 8.4.19 In the Inspector's decision to support the earlier proposal for a foodstore on this site (which was 3,790 sq. m GIA), it was considered, in light of the decision, that a store of this size would be appropriate to the scale of Hornsey High Street Local Shopping Centre. Officers are of the view that the size of the foodstore proposed is required for it to adequately function as an anchor and provide an alternative to stores elsewhere. GLA officers hold the same view stating that the size of the foodstore proposed is required to encourage shoppers to change shopping patterns and shop locally.
- 8.4.20 This proposed function of the foodstore as an anchor to the local shopping centre will be supported by the proposed surface car park which will offer 90 minutes free parking. This will strongly encourage linked shopping trips

within Hornsey High street resulting in increased locally retained expenditure.

- 8.4.21 The proposed foodstore is therefore considered to cause no significant adverse impact on the immediate and nearby local and town centres. Although the foodstore is larger than that envisioned by the Development Framework, it is smaller than the foodstore approved in 2000 by Secretary of State and its size is considered appropriate to the local centre and the foodstore's proposed function as an anchor. The proposal is therefore considered to be in compliance with the relevant retail and town centre planning policy discussed above.

8.5 Socio-economic Impact

- 8.5.1 The submitted Environmental Statement assessed the likely social, economic, community and health related impacts resulting from the development.

Employment

- 8.5.2 Construction of the proposed development will support existing jobs directly and indirectly through the supply chain. The number of jobs supported directly supported is estimated to be 1,106. Based on the construction cost of the development, it is estimated that two graduate jobs, eleven apprentice starts, nine new jobs and seventeen National Vocational Qualification (NVQ) placements will be provided as a result of the development.

- 8.5.3 The s106 agreement includes clauses which require that at least 20% of the on-site work force consists of Haringey residents, of which half will be trainees.

- 8.5.4 When the development is completed the foodstore will support 120 permanent jobs.

- 8.5.5 The development is supported by London Plan Policies 4.4 and 4.12, Local Plan 2013 policies SP8 and SP9, and Saved UDP 2006 Policy EMP4

Housing

- 8.5.6 The development will contribute to the borough's housing supply of both private and affordable housing supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'.

Health and Education

- 8.5.7 The Environmental Statement estimates that the development will generate a need for less than one additional GP and dentist. Overall there is capacity within existing facilities and the impact is considered to be minor.
- 8.5.8 Taking the child yield of the proposal and using the Council's methodology for calculating education contributions the standard education contribution for this development would be £1,226,845. Given the priority in this scheme for affordable housing and given the viability position a reduced contribution of £500,000 has been agreed given that expansions are at feasibility stage for a school close to this site and given the funding that has been received from Department for Education. The £500,000 contribution from this site will go towards future expansions.
- 8.5.9 On balance, the proposed development is in compliance London Plan Policies 3.17 and 3.18, and Local Plan Policies SP14, 15 and 16.

8.6 Density

- 8.6.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.
- 8.6.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a PTAL of 3, thus development should be within the density range of 200 to 450 habitable rooms per hectare (hr/ha). However, the Haringey Heartlands Development Framework anticipates densities up to 700 hr/ha for development within its area.
- 8.6.3 Accounting for the foodstore and High Street building, the proposed development has a density of 602 hr/ha. When the foodstore carpark, delivery yard and access road are also accounted for, the density is 665hr/ha. Although this is beyond the density range set out by the London Plan, it is within the density range anticipated by the Development Framework and accords with its vision to optimise development density within the Framework area. The GLA have no objection to the proposed density. Officers' consider that the density is appropriate to the site and will allow for the delivery of affordable housing and development on this long under-utilised site.

8.7 Dwelling Mix

- 8.7.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development

schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council’s Housing SPD.

8.7.2 The proposal provides 438 residential units with the following mix:

Unit	Amount	% proportion
Studio	12	2.7%
1 bedroom	141	32.2%
2 bedroom	270	61.2%
3 bedroom	7	1.6%
4 bedroom	8	1.8%
	438	100%

8.7.3 Although the mix deviates from the recommended mix set out in the Council’s Housing SPD, by providing a higher number of 1- and 2- bedroom dwellings, the development is able to provide a high level of affordable housing (42%), which far exceeds levels achieved in other large developments in Haringey. If the scheme had a higher provision of larger units, it would result in a lower overall provision of affordable housing. It should be noted that all of the 3- and 4- bedroom units will be affordable rent.

8.7.4 The proposed housing will still help to address local housing need. There are 893 people on the Housing Register for Hornsey, of these, 722 or 82% require a 1- or 2-bedroom property. Of those with the greatest or most severe housing need (i.e. those in ‘Band A’), 86% require a 1- or 2-bedroom property.

8.7.5 On balance, officers accept the proposed mix given it enables the provision of a higher level of affordable housing set out above.

8.8 Affordable Housing

8.8.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).

8.8.2 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual

circumstances including development viability”.

- 8.8.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 50%.
- 8.8.4 The proposed development provides affordable housing as 38% of units in the scheme and 42% of habitable rooms. Affordable housing is provided as social rented housing and shared ownership. The table below provides the breakdown of units.

Unit Type	Number	% proportion
<i>Affordable Rented</i>		
1-bedroom	11	15%
2-bedroom	48	65%
3-bedroom	7	9%
4-bedroom	8	11%
Total	74	100%
<i>Intermediate</i>		
1-bedroom	32	34%
2-bedroom	62	66%
Total	94	100%

- 8.8.5 The mix between affordable rented units and intermediate is 45:55 by number of units. By number of habitable rooms, 48% of the affordable housing is for affordable rent, 29% of which are 3- and 4-bedroom units. Whilst this is not in line with Local Plan Policy and Guidance, local planning officers consider that this is acceptable as it allows for a high percentage of affordable housing overall.
- 8.8.6 The applicant has sought to maximise the provision affordable housing having regard to development costs. The applicant submitted a financial viability assessment in support of its application and the Council sought independent advice to verify the assessment and its conclusions. The viability assessment was found to be sound and the Council is satisfied that the maximum amount of affordable housing has been provided.
- 8.8.7 Should the application be approved, the applicant has agreed that the affordable housing element will be delivered first, before all other elements of the scheme (foodstore and private housing) are delivered.

8.9 Standard of Accommodation

- 8.9.1 London Plan Policy 3.5 ‘Quality and Design of Housing Developments’ requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor’s

Housing SPG.

- 8.9.2 All units within the development meet or exceed the minimum floorspace standards set out in the Mayor's Housing SPG and the Council's Housing SPD.
- 8.9.3 The scheme has been designed to minimise north facing single aspect units however, due to the size of the development and site constraints, some single aspect north facing units remain. Initially, 7% of units were north facing and single aspect. Following a revision this has been reduced to 6% (26 units). To increase light and quality for these units, 60% of these units will have floor-to-ceiling heights of 2.6m (2.5m where not possible) and will benefit from large windows. This approach is recommended in the Mayor's Housing SPG and is considered acceptable.
- 8.9.4 A daylight and sunlight assessment has been undertaken to review the quality of the light that would be achieved by the proposed development. It was found that, in the worst case scenario, 91% of rooms tested would receive light in excess of the BRE guidelines. Of the 22 non-compliant rooms, 13 are bedrooms where it is recognised that daylight is less important. Therefore, only nine or 3% of main habitable rooms would receive light levels below BRE guidelines. Five of these are in affordable accommodation and four in the private accommodation. The Officer's are satisfied that on balance, the proposed dwellings would receive adequate daylight and sunlight.
- 8.9.5 In accordance with the Mayor's Housing SPG, every unit has the benefit of a private outdoor amenity space of sufficient size and depth to be useable (minimum 5sq. m area and 1.9m depth).
- 8.9.6 In addition to private amenity space, 2,290sq. m of communal amenity space is provided in the courtyard of the private residential block ('Hornsey Gardens') and 890 sq. m in the larger affordable block ('Quadrangle'). The level of provision exceeds that required by Haringey's Housing SPD. Furthermore, ground floor units to Blocks H and J have direct access to their own gardens with the majority of ground floor family units in Block J having gardens more than 50 sq. m in area.
- 8.9.7 All ground floor units which face onto the public realm have their own private entrance.
- 8.9.8 The standard of accommodation for the proposed residential units is considered acceptable overall having regard to the above policies.
- 8.10 Child Playspace**
- 8.10.1 London Plan Policy 3.6 'Children and young people's play and informal recreation facilities' requires developments make provision for play and informal recreation, based on the expected child population generated by

the scheme. The Mayor's SPG "Shaping Neighbourhoods: Play and Informal Recreation" 2012 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the Local Plan.

- 8.10.2 Using the formula set out in the above SPG the scheme would have a child yield of 130, requiring 1300 sq. m of play space (10sqm per child) of which 670 sq. m of this space is required for children 0-4 years old. Playspace for this age group is provided on-site with informal space within the communal amenity areas and play equipment provided in the public realm. It is anticipated that older children will play in the public realm areas or at nearby Prior and Alexandra Parks (both less than 800m away). The GLA are satisfied with this approach.
- 8.10.3 Cabinet on the 17th December 2013 approved the "Haringey outdoor events policy." This included a recommendation that additional income, over and above the agreed income target for events in parks, would be reinvested to support the maintenance and improvement of park assets. Current forecasts for event income for 2014/15 indicate that a reasonable level of additional income will be generated. Cabinet is also currently considering the case for approval of Council capital expenditure for parks and open spaces for 2014/15 to 2016/17 and improvements are proposed to a number of parks.
- 8.10.4 Given this and the level of provision that is already available in Alexandra Park, which is also currently proposing a programme of works the provision for older children is considered sufficient.
- 8.10.5 The development is considered acceptable in respect of playspace provision having regard to the above policies.

8.11 Inclusive Design and Access

- 8.11.1 London Plan Policy 7.2 'Inclusive Environment' requires development to follow the principles of inclusive design and to meet the highest standards of accessibility and inclusion. Haringey Local Plan Policy SP11, Haringey UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" all seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties are considered.
- 8.11.2 10% of all units within each tenure type are provided as wheelchair accessible units and these have been distributed across the development to provide a variety of choice. They are accessible from the ground floor or from cores which have at least two lifts. They are also located in cores with direct access to parking unless they are located on the ground floor. One Blue Badge parking space is provided per wheelchair accessible dwelling.

8.11.3 All flats are fully Lifetime Homes compliant and conditions will be applied securing this standard and the provision of the wheelchair homes.

8.11.4 The development is considered to be in compliance with the above policies.

8.12 Design and appearance

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

8.12.2 The overall arrangement of the development is based around north-south and east-west axes. These serve as both public realm and publicly accessible pedestrian routes through the site. Where these routes intersect is a small public square, which represents the centre of the site. Just to the south-west of the square is a surface carpark serving the foodstore. The rest of the site is occupied by buildings varying in height from three to eight storeys and associated amenity space.

8.12.3 The proposed development is presented having three character areas: The High Street, the Moselle Quarter and Hornsey Gardens.

Moselle Quarter

8.12.4 The Moselle Quarter consists of three buildings, the Quadrangle, Moselle House and Myddelton House. The Quadrangle is in the north west corner of the site and is arranged in a perimeter block form. It is between four and seven storeys in height with the highest element located towards the public square in the centre of the site. This keeps the bulk away from surrounding development and balances the height difference between this building and the eight storey element of the Hornsey Gardens building. This perimeter block form is considered acceptable and the podium courtyard will provide an acceptable amenity space.

8.12.5 On Miles Road and Myddelton Road, the Quadrangle building is 4-storeys with a set back fifth storey. The lower two storeys consist of maisonettes with separate ground floor entrances and elements of defensible space. This results in safe and active frontages, improving the pedestrian environment.

8.12.6 Myddelton House is located in the west of the site, facing Myddelton Road. It is 4-storeys with a set back fifth storey, matching the height of the Quadrangle building where it faces Myddelton Road and the recently consented residential development at Pembroke Works. Like the Quadrangle, the ground floor units have their own private entrances with

defensible space to create an active street frontage.

- 8.12.7 Moselle House is to the east and is the smallest building due to its proximity to the neighbouring development on Moselle Close. It is mostly 3-storeys but with a 4-storey element towards the public square in the centre of the site. This building acts as a suitable transition between the bulk of the development and surrounding buildings.

Hornsey Gardens

- 8.12.8 The Hornsey Gardens character area comprises the foodstore and residential accommodation in a horseshoe arrangement above. In the centre is a large communal amenity space. The building is eight storeys on the side which faces the car park. The height steps down to just over four storeys at the junction of Cross Lane and Great Amwell Lane and 5-storeys toward the new High Street building in order to soften the transition in heights to surrounding development.

- 8.12.9 It was initially proposed that this building be ten storeys high but it was reduced to eight following public feedback. The building bulk was redistributed elsewhere along the western edge of building. However, through a regular pattern of reductions in height and recesses in the facade, the building maintains a strong character of verticality and visual interest.

- 8.12.10 Further south on Cross Lane where development is characterised by industrial and commercial development, the building is seven storeys high as this frontage is considered less sensitive to height. However, the same approach to articulation and massing used to give the building a strong vertical character on this elevation.

High Street

- 8.12.11 The site's frontage onto the High Street consists of a new 3- and 4-storey building and an access road into the site. The building is modern in appearance but is designed to maintain the existing height, building line and rhythm of detail on the High Street.
- 8.12.12 This building has a commercial unit and the concierge for Hornsey Gardens residents on the ground floor and residential above. Large shop windows on the front and side will create an active frontage on the High Street and into the site as the activity will feed into the active frontage of the foodstore. As such, it will appear and function as an extension to the local shopping centre.

Materials

- 8.12.13 The material palette for the development is oriented towards brick with little ornamentation but with detail achieved by variations in brick type, elements

of cladding and by recesses in the facade to denote entrances, windows or other facade elements. The exact materials will be secured by condition however the proposed palette is for a mixture of dark brick, buff brick and red brick, bronze colour feature panelling and bronze coloured or glass balconies (bronze for Hornsey Gardens and glass for Moselle Quarter). The proposal will result in a development of modern appearance but with strong reference to the brick vernacular of the area. Officers are satisfied with the proposed approach to materials.

8.12.14 The applicant has consulted GLA officers when developing the scheme and in their Stage I letter, the GLA has indicated its support. The proposals were taken twice to the Haringey Design Panel. The response was mixed but suggestions relating to the High Street building, parapets heights and treatment of the facades were followed.

8.12.15 The design, appearance and massing of the development was an issue raised by the local resident objections. These points have been addressed in the preceding sections but are summarised and responded to in Appendix 1.

8.12.16 In summary, Haringey officers are satisfied with the bulk and massing of the development as it provides a high density development with an arrangement sensitive to the character and scale of surrounding development. It provides new high quality pedestrian links to areas north of the site, greatly improving pedestrian permeability. The materials and detailing are considered to relate satisfactorily to the existing character. The proposal is considered to be in compliance with the above policies.

8.13 Safety by Design

8.13.1 London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 seek to reduce crime and the fear of crime through appropriate design solutions, including those which follow the principles set out in 'Secured by Design' and 'Safer Places' documents.

8.13.2 The proposal has been designed in consultation with Andrew Snape, Haringey Crime Prevention Officer. All amenity spaces and public realm benefit from passive surveillance from adjoining residential properties. Ground floor units will have direct access to the street to encourage activity on the frontages. The new pedestrian routes provided by the public realm will be heavily overlooked and encourage activity into the site and improve safe access to surrounding areas. Access to shared residential spaces, bicycle stores, parking area and cores will be restricted by a key fob and there will be a videocom service to each flat. Residents with a parking space will have an infra-red control to operate the carpark entrance shutters.

8.13.3 Officers are satisfied that the development has been designed with due regard to the need to minimise crime and fear of crime in accordance with

the above policies.

8.14 Impact on Conservation Area and other Heritage Assets

- 8.14.1 Policy 7.8 'Heritage Assets and Archaeology' of the London Plan requires development to conserve the significance of the heritage asset. Haringey Local Plan Policy SP12 seeks to ensure that proposals affecting Conservation Areas preserve or enhance the historic character of the Conservation Area.
- 8.14.2 The application has been assessed by the Council's Conservation and Design team and no objection is held.

Assessment of the applicant's Heritage Significance and impact of new development

- 8.14.3 It is felt that the applicant's assessment of the heritage significance of the various assets as contained within the Heritage Statement and the Archaeology and Cultural Heritage Chapter of the ES could have been more comprehensive.
- 8.14.4 The overall criterion for assessing significance of the heritage assets and the subsequent analysis of the impact of the development states that the development would only have a minor negative and temporary impact on the designated and non-designated assets. For example, paragraph 7.5.12 of the Cultural Heritage Chapter in the ES states that the change in the setting of the Horney High Street would be temporary and would have minor negative significance. It is considered, however, that the scale of the proposed development it would have a significant permanent affect on the setting of the conservation area. Similarly, the demolition of the baths would also lead to the total loss of a non-designated heritage asset, which at present contributes positively to the conservation area.

Principle of demolition

- 8.14.5 The development forms part of a wider regeneration of the site providing several new homes to the borough and a retail unit to facilitate the High Street activities. Whilst regrettable, given their present condition, the retention and reuse of the bath buildings would be difficult and impractical. Thus their demolition, necessitated by the development would be acceptable in this instance. A minimum of Level 3 recording as per English Heritage's guidance to 'Understanding Historic Buildings: A guide to good recording practice' should be submitted prior to works on site and should be conditioned accordingly.

Retention of the bay containing the arched doorway and crest

- 8.14.6 The principle of this retention is welcomed. Whilst in conservation terms it is not ideal to relocate a salvaged architectural feature, it successfully disguises what could be an unattractive elevation of the substation. It is, therefore, acceptable only in this instance.

New development

- 8.14.7 The various aspects of the proposed development are as discussed below:

Layout

- 8.14.8 The development would involve creation of a new access road off the High Street. This would act as the main route for delivery vehicles for the retail use as well as the residential users. To facilitate the permeability of the site, the scheme proposes further residential vehicular access from Myddleton Road, Cross Lane and Miles Road/Mosselle Close. This creates four separate quadrants through the site.
- 8.14.9 The larger blocks, Moselle quadrangle and Hornsey Gardens, are placed at the northwest and southeast of the quadrant with the smaller blocks placed at northeast and southwest. A large car park would be created at street level opposite the Horney Gardens West elevation. The landscaped areas would be contained within the larger blocks as amenity spaces for the residential users. A small retail unit with flats above would also be built at the southern end of the site, along the High Street frontage.
- 8.14.10 From a conservation point of view, it is felt that the development along the High Street and to its rear, including the car park, would have a considerable impact on the designated and non designated heritage assets. Along High Street, the creation of the new access is considered to be wider than preferable and would result in a visual break in an otherwise tightly developed continuous street frontage. Views of the less attractive rear elevations of buildings to the west of the High Street would also be opened from the back of the car park, into the conservation area. In addition, the wide access would facilitate views from the High Street into the open frontage of the supermarket and the large car park opposite to it. These views would be commercial and urban in character, in contrast with the more suburban and rural appearance of the conservation area accentuated, by the Village Green to the east and Rectory Park to the west.

This would be considered detrimental to the overall character and streetscene of the conservation area.

- 8.14.11 However, it is argued, that given the potential of this site, any reasonable form of development would have an impact on the suburban character of the conservation area. Additionally, the opening would improve the setting of the locally listed mosque which would contribute to the appearance of the conservation area. It is, therefore, acceptable in this instance.
- 8.14.12 At present, there are views of Alexandra Palace from the High Street and Hillfield Avenue over and above the existing public bath. This also creates a vista point at the intersection of these two streets. As noted previously, this forms a very important part of the character of the conservation area. In addition, the demolition of the baths and the new block along the High Street would also preclude part of the long distance views of Alexandra Palace from both Hornsey High Street and Hillfield Avenue.
- 8.14.13 It is felt, however, that the availability of this view was purely accidental, from over and above the public bath buildings that are single storey in height. It is presumed, that the original street frontage would have had similar three storey buildings as is characteristic of the High Street and this view would not have been an original view within the conservation area. Notwithstanding this, it is regrettable that the proposed development would necessitate the loss of this view. However, the layout of the blocks is such that the west elevation of Hornsey Gardens and Hillfield Avenue have a staggered visual link, which would still permit some views of the Palace from between the gap on High Street. Thus, this important aspect of the conservation area would be partly preserved.

Scale and massing

- 8.14.14 The Haringey Heartland Development Framework established this area for potential high density residential development. The supermarket's requirement of a large car park has necessitated the density of the development to be concentrated to the sides of the quadrant in high residential blocks. Whilst the height of the block referred to as Hornsey Gardens is staggered to distribute its overall bulk and massing towards New River Avenue, the height at eight storeys is still considered significant and will be visible from long distance views from within the conservation areas (see verified view location 2). Views from the High Street and Hillfield Avenue would be also dominated by the high rise blocks. As such the scale of the blocks would not relate to the domestic scale of the High Street and the surrounding conservation areas. However, given the high density

identified for this site, any reasonable form of development would have had a similar impact and a balanced judgment ought to be made regarding the relative impact of the proposed development.

- 8.14.15 The proposed three storey block along High Street appears taller than the buildings to its east. Whilst not ideal, the building would act as the 'bookend' to the street frontage, the listed Great Northern Railway Tavern being on the eastern end of the same parade.

Design

- 8.14.16 The overall design appears to what is being popularly referred to as 'New London Vernacular' consisting of plain rectangular façades broken only by use of materials and fenestration. Given the established local details of materials within the conservation areas, i.e bricks, tiles and rendering, the proposed development would not be considered out of character and would be acceptable.

- 8.14.17 Along the Hornsey Gardens elevation, the long horizontal facade has been broken by the use of the materials creating a rhythm similar to Hillfield Avenue, albeit much higher in scale. This continuation of the rhythm somewhat mitigates the impact of the development and ties the high density contemporary development with the traditional terraces along Hillfield Avenue. This aspect of the proposal has some merit that could potentially make a contribution to the conservation area.

- 8.14.18 The proposed three storey block on High Street is considered to be a contemporary take on the more vernacular style of architecture, following the shop frontage of the existing parade. As such, there are no objections to the same.

Landscape

- 8.14.19 Most of the landscaped areas would be within the built up blocks of the site and would not be visible from the High Street. As such the landscaped setting of the conservation area would not be directly enhanced. However, the landscaping of the car park with trees and quality paving materials would mitigate much of the impact of the harsh nature of the proposed development. The landscaping to the access road would also help to mitigate the development's impact on the locally listed Mosque and the wider conservation area.

- 8.14.20 Paragraph 133 of the National Planning Policy Framework states that ‘Where proposed development will lead to substantial harm to total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 8.14.21 Paragraph 135 of the same also states that ‘The effect of an application on the significance of a non-designation heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage asses, a balance judgement will be required having regard to the scale of any harm or loss of the significance of the heritage asset’.
- 8.14.22 It is felt that the Applicant’s assessment of the significance of the heritage asset and the impact on the development could have been more thorough. Notwithstanding this, the contribution of the Hornsey Public Baths is limited by the redundancy of the buildings and the lost interiors. Thus, given the much wider regeneration of the site, the loss of significance caused due to their total demolition would not outweigh the public benefits of the proposed development. It is, therefore, acceptable in this instance.
- 8.14.23 The new development, especially Hornsey Gardens and the High Street block would have an impact on the setting of the conservation area and other designated and non-designated heritage assets. The large car park and the wide access road, creating views of the 8 storey block and the retail unit are not in character with the conservation area. The overall scale of the development would be dominant and affect the setting of the conservation area. However, the ‘new vernacular’ design, the quality of materials, the rhythm of the façades and the landscaping would mitigate this impact and add a distinctive contemporary dimension to the character and appearance of the conservation area.
- 8.14.24 It is also accepted, that given the potential of this site, any reasonable form of development would have an impact on the suburban character of the conservation area.
- 8.14.25 Overall, on balance the greater merits of the development from a regeneration point of view, providing significant housing numbers, permeable circulation network and a contemporary architectural language outweigh the loss of significance due to the demolition of the Baths and the impact on the setting of the conservation area and other designated and non designated assets.

8.15 *Archaeology*

- 8.15.1 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.
- 8.15.2 A desk-based archaeological assessment has been undertaken as part of the Environmental Assessment. The site has low potential for archaeological deposits from Prehistoric to Post Roman/Anglo Saxon period to due to the extent of ground disturbance the site has been subject to. There is medium potential for deposits from the medieval period and post-medieval and high potential for modern period. The risk to any artefacts will be mitigated by requiring preservation by record or preservation in situ, depending on importance. A method for mitigation will be secured by condition and agreed with the Greater London Archaeological Advisory Service (GLAAS).
- 8.15.3 A condition will also be applied requiring a ‘Level 3’ record of the Hornsey Baths building.

8.16 *Impact on Amenity*

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

Sunlight/daylight and overshadowing

- 8.16.2 The Haringey UDP (Saved Policies) identifies the Building Research Establishment report “Site Layout Planning for Daylight & Sunlight 2011” by which daylight should be assessed. Daylight was assessed by the total amount of skyline available (Vertical Sky Component [VSC]) and its distribution within the building (the No-Sky line [NSL]) and the quality of and distribution of light within a room serviced by a window (Average Daylight Factor [ADF]). Sunlight analysis was undertaken by measuring annual probable sunlight hours (APSH).
- 8.16.3 The daylight analysis demonstrates that generally the quality, quantity and distribution of light to neighbouring residential properties will remain within BRE compliance. Less than 10% of windows will experience an adverse effect in VSC terms and less than 5% will experience an adverse effect in NSL terms as a result of the proposed development.
- 8.16.4 The properties which are most affected in respect of VSC and NSL are 1-3 Cross Lane Flats, ground and first floor of Moore House and 5 Moselle Close. There is an impact on 53 High street however the disparity is a result of it being opposite a gap in the 2-storey frontage along the High Street.

The resulting impact would bring it more in line with other buildings on the High Street. All neighbouring rooms assessed will fully comply with the BRE target values in respect of Average Daylight Factor

- 8.16.5 In respect of sunlight, all but two of the relevant rooms/windows surrounding the development will fully comply with the BRE Guidance in sunlight terms. These two non-compliant main habitable rooms are located at 1 to 3 Cross Lane Flats. The shadow assessment shows that the levels of permanent shadow in and around the development will fully comply with BRE criteria, including the amenity spaces of the proposed development.
- 8.16.6 For the new development, all but 3% of the main habitable rooms assessed will receive light levels meeting the BRE Guidance levels.
- 8.16.7 Given the approach recommended by the BRE guidelines, despite instances of localised adverse impact, the development is considered acceptable in terms of daylight, sunlight and shadow in compliance with the above policies.

Privacy

- 8.16.8 The proposed development has been arranged so that windows which do not face the public realm are at least 20m away from the nearest facing window within a 90 degree arc. Windows which do face onto the street are often less than 20m away from the window opposite but this is common for street facing windows in residential development in the local area and in London generally and would not result in undue overlooking.
- 8.16.9 The proposal is therefore considered to cause no significant loss of privacy through overlooking, in compliance with the above policies.

Noise and Vibration

- 8.16.10 The likely noise impacts are assessed in the Environmental Statement. There is potential for noise and vibration impact during demolition and construction however the effects will be temporary. A construction environmental monitoring plan (CEMP) will be required by condition and developed with the Council's Environmental Health Team. The plan will set out how the works will be undertaken in a way which minimises harm, which will then be built into individual contracts.
- 8.16.11 Noise generated by the operation of the development is most likely to result from road traffic noise. Noise surveys were undertaken in May 2012 and July 2013 and compared to the measured baseline situation, the anticipated changes in traffic noise would be negligible.
- 8.16.12 The development would include external fixed plant items but provided that all plant are designed cumulatively to achieve the Council's noise

standards, there would be negligible impact. This has been conditioned.

8.16.13 The foodstore delivery yard is adjacent to the foodstore and enclosed within an undercroft. Deliveries may occur over 24 hours however a number of noise mitigation measures have been proposed and will be secured in a management plan secured by condition. These measures includes, among others, requiring all manoeuvring and unloading of HGV's inside the service yard to be done with the gates closed, preventing lorries from waiting outside and timing of deliveries to avoid congestions and long turnarounds. Provided these are followed, delivery noise, particularly at night will be minimal.

8.16.14 The proposal is considered to cause no significant adverse impact in respect of noise, in compliance with the above policies.

8.17 Air Quality

8.17.1 London Plan 2011 Policy 7.14 states development proposals should minimise increased exposure to existing air quality and make provision to address local problem of air quality. This approach is continued in Saved Policy ENV7 of the UDP 2006.

8.17.2 The site is located within an Air Quality Management Area (AQMA) and the applicant has submitted an air quality assessment as part of the Environmental Statement. The assessment concludes that during demolition and construction dust and other particulate matter will be released. However, through good practice and implementation of suitable mitigation measures the effect can be minimised. Such measures will be secured by condition.

8.17.3 The impact from construction traffic is likely to be temporary and of negligible significance. A construction logistics plan (CLP) will be secured by condition to ensure construction traffic is appropriately managed.

8.17.4 During operation of the development, the impact on air quality would stem from the energy centre however the impact on existing and new residents would be imperceptible. A condition will be applied ensuring that emissions from the energy centre do not exceed NOx emissions of 40 mg/kWh, which is a recognised standard.

8.17.5 Subject to appropriate conditions, the proposal would have no significant adverse impact on air quality in compliance with the above policies.

8.18 Transport, Traffic, Access and Parking

8.18.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network

Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

- 8.18.2 The application has been assessed by the Council's Transportation Planning team and Transport for London and no objection is held subject conditions and s106 and s278 contributions.
- 8.18.3 The application site has access points to all streets which bound the site. There is a recently introduced Controlled Parking Zone (CPZ) along Hornsey High Street, between Tottenham Lane and Middle Lane and extending south. However, the area around the application site has no CPZ and is heavily parked. The site is in an area with a medium a public transport accessibility level (PTAL) of 3 and is close to local and strategic cycling routes including LCN+ Link 78 and Greenway Link 04.

Trip generation

- 8.18.4 The applicant's transport consultant WSP has submitted a transport assessment, the scope of which was agreed with the Council and Transport for London. The report estimates, that as a result of the residential element of the scheme, the total number of car driver trips entering and exiting the site (in/out) during the weekday AM peak (0800-0900) will be 45, 55 during the inter-peak period and 48 during the PM peak (1700-1800). These figures were calculated based on a number of comparable sites from the TRAVL database and accounts for both private and affordable development, public transport accessibility, on-site parking, location and age of the data.
- 8.18.5 The number of in/out car trips generated by the foodstore is estimated to be 225 during the peak operational periods. These figures were calculated based on comparable Sainsbury's stores in London. The Council has accepted that 30% of these trips will be diverted or pass-by trips (i.e. trips that are already on the network). Therefore, 70% of these trips will be new trips generated by the foodstore. The majority (82%) of the trips generated will be from wards west of the railway, with Hornsey Ward accounting for 42.5%.
- 8.18.6 The total number of in/out trips by all modes of transport generated by the development (including the small number of trips generated by the High Street unit and Cross Lane live/work units) is estimated to be 314 during the AM peak, 268 during the inter-peak period and 529 during PM peak. Of these trips, 103, 268 and 276 (check with MR) are car driver trips respectively.

Access

- 8.18.7 Three vehicular access points are proposed. Foodstore access is from a short access road off Hornsey High Street via a new signalised junction. Deliveries to and refuse collection from the foodstore will take place in a

ground floor level undercroft adjacent to the foodstore. Vehicle path analyses have been submitted showing that articulated delivery vehicles can enter and leave the service yard in forward gear.

- 8.18.8 Access to the residential Quadrangle building is from Miles Road via Myddelton Road and Campsbourne Road, and access to the residential basement parking for Hornsey Gardens is from access just off the junction of Cross Lane and New River Avenue. Cross Lane will remain stopped up and vehicles will arrive via New River Avenue.
- 8.18.9 Vehicle path analyses have been submitted demonstrating that the development can be serviced by fire appliances.

Highway Impact

- 8.18.10 The applicant's transport consultant has submitted modelled assessments of the impact of the generated trips on the highway network using industry recognised modelling methods. The modelled scenario took into consideration the junctions of Church Lane and New River Avenue, Turnpike Lane with Hornsey Park Road and Wightman Road, and a new signalised junction on the High street with the new access road to the foodstore.
- 8.18.11 The modelling has been independently reviewed by Council appointed transport consultants CH2M Hill. The results of the modelling suggest that there would be significant impact on the highways network and the network would operate within acceptable limits at all times, with the exception of the eastbound arm of the new signalised junction which has a 90% degree of saturation in the AM peak period. However, this is due to proposal to signalise Hillfield Avenue rather than keep it as a give way junction, and not due to the traffic generated by the development.
- 8.18.12 The above modelling and impact has been assessed by the Council's Transportation Team and accepted for planning purposes. However, the modelling will have to be developed further for approval by TfL's signals department and network management team before the scheme can be implemented. This will be secured by condition.

Car Parking

- 8.18.13 The proposal provides 178 space for 438 residential units. 116 of these, including 27 disabled spaces, are provided at basement level below the foodstore and are provided for residential use. 62 car parking, 17 disabled spaces, are provided at ground floor level of the Quadrangle building. For the residential parking, 20% (36) of the spaces will be equipped with electric charging points and a further 20% with passive provision. For the foodstore, 114 car parking spaces, including 5 disabled spaces, are provided in a surface level car park opposite the foodstore. 12 (10%) will have an electric car charging facilitate with a further 11 with passive

provision. 90 minutes free parking will be offered.

8.18.14 A car club scheme with at least three cars will be secured by s106 agreement and the Traffic Management Order (TMO) will be amended so that no residents within the development can apply for a resident's parking permit.

8.18.15 The proposed parking provision is in accordance with Saved UDP 2006 Policy M10 and Local Plan 2013 policies SP1, SP4 and SP7.

Cycle Parking

8.18.16 453 cycle parking spaces (1 space per 1- and 2- bedroom unit and 2 spaces per 3+ bedroom unit) are provided for the residential element of the scheme. These spaces are distributed across the development to encourage their use. 11 spaces are provided in the public realm element for visitors.

8.18.17 22 cycle spaces are provided for visitors to the foodstore and a further 17 spaces will be provided for staff. Showers, lockers and changing facilities will also be provided. These will be secured by section 106 agreement.

8.18.18 The proposed provision of cycle parking is in accordance with London Plan standards.

Walking

8.18.19 The introduction of north/south east/west pedestrian routes is welcomed however there is potential for pedestrian-vehicle conflict. Pedestrian priority measures should be included in the design. This can be provided at detailed design stage and will be secured by condition.

8.18.20 A pedestrian environment audit of the local area has been submitted and s106 contributions will be sought towards any necessary upgrades identified.

Freight

8.18.21 A delivery and servicing plan (DSP) and a construction logistics plan (CLP) will be secured by condition and approval will be in consultation with TfL.

Highway works

8.18.22 The development would require the following changes to the highway network:

- New signalised junction,
- Removal and construction of vehicular access points, removal of Vehicular crossovers, reconstruction of footways and reconstruction of a section of Cross Lane footpath to facilitate vehicular access,
- Removal of vehicle crossover on Hornsey High Street including removal of existing access road and reconstruction of vehicular access point to foodstore
- Removal of vehicular crossover on Myddelton Road
- Construction of vehicular crossover to Quadrangle building

8.18.23 The applicant will be required to contribute towards upgrade of Myddelton Road due to increase in pedestrian flows resulting from the development and to a scheme to mitigate the impact on right turning traffic on Hillfield Avenue.

Conclusion

8.18.24 The impact of the development has been assessed and the Council's Transport planning team do not object subject to the following conditions and s106 and s278 contributions:

- The highway must be reviewed and approved by TfL before development commences on site, all costs to be borne by the applicant
- construction management plan (CMP) and Construction Logistics Plan (CLP) shall be submitted for the local authority's approval three months prior to construction work commencing on site
- Delivery and Servicing Plan (DSP) shall be submitted for the local authority's approval details of which must include servicing of the supermarket, and servicing of the residential units including refuse collection and deliveries

S106 planning contributions:

- Residential travel plan secured through s106 with:
 - Travel plan for each residential element (private and affordable) with annual monitoring
 - Residential induction packs with local transport information
 - Establishment of a car club scheme with at least 3 cars, free membership for 2 years, £50 credit for each unit
 - £3000 per travel plan for monitoring
 - Site Management parking plan

- Work place travel plan secured through s106 with:
 - Work place travel plan for A1 element
 - Showers, lockers and changing room facility for staff
 - £3000 per travel plan for monitoring
- £450,000 (£90,000 per annum for five years) towards bus capacity
- £83,000 contribution through towards feasibility, design and consultation relating to implementation of controlled parking zone in the local area
- £60,000 cycling and walking improvements to local area
- No residents within the development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent traffic management order (TMO). Residents must be informed of this and this information should be included in the lease where possible.

S278 Highways works

Contribution of £825,173 towards the following the highway works:

- Cost associated with constructing the new signalised junction to access the foodstore
- Scheme to improve Myddelton Avenue estimated
- Removal of existing crossovers and reconstruction of footways
- Raised entry treatment of Miles Road, Myddelton Avenue
- Hillfield Avenue traffic calming scheme estimated Raised entry treatment of Miles Road, Myddelton Avenue
- Hillfield Avenue traffic calming scheme

8.19 Trees and Landscaping

8.19.1 Under Policy OS17 'Tree Protection, Tree Masses and Spines' of the Haringey UDP, the Council will seek to protect and improve the contribution of trees to local character. London Plan Policy 7.4 'Trees and Woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced.

8.19.2 The proposed development includes significant areas of public realm (including a surface carpark) and communal amenity space. The public realm areas are designed to have a common character to link the spaces within the development and make them welcoming to residents and visitors alike.

Public realm

8.19.3 The north-south and east-west pedestrian routes will be paved with landscape strips of herbaceous planting, shrubs and trees to provide a buffer of defensible space to the private entrances to the ground floor flats and maisonettes which face these pedestrian areas. The public square or plaza area in the centre of the site will feature paving and benches to

emphasise this.

- 8.19.4 The surface carpark and access road is designed to be understood as part of the public realm. The carpark and adjacent footway will share the same paving treatment. Parking bays are demarcated by a contrasting paving colour instead of painted lines. Painted lines will only be used where geometry of the road precludes a paving solution.
- 8.19.5 Trees will be placed along the access road, amongst the parking bays and along the northern edge of the car park. On this edge is a decorative wall which will prevent light nuisance from headlights affecting residents opposite.

Communal spaces

- 8.19.6 The Quadrangle and Hornsey Gardens blocks both have communal amenity space at podium level. The Quadrangle space consists of open lawn and a paved area with benches and formal areas of planting. Enclosing the space is a strip of shrubs or hedging to provide a buffer for the private terraces which border this space. A similar approach is taken for Hornsey Gardens but adapted to its different shape and size. Areas of hard landscaping and formal planting are alternated with open lawn. These communal spaces are designed to be flexible and useable and are considered acceptable.
- 8.19.7 Exact details of materials and plant species will be secured by condition but the proposed landscape strategy is considered to be in compliance with the above policies.

8.20 Ecology

- 8.20.1 London Plan Policy 7.19 'Biodiversity and access to nature' requires development to make a positive contribution to the protection, enhancement, creation and management of biodiversity. This approach is continued by Local Plan Policy SP13 'Open Space and Biodiversity'.
- 8.20.2 The site is not part of a Site of Importance for Nature Conservation (SINC) or in an Ecological Corridor. However, the nearest ecological sites (within 400m) are all non-statutory designated sites. They are the New River, Alexandra Park, St Mary's Churchyard and Priory Park.
- 8.20.3 The site comprises hard standing and buildings with some ephemeral/short perennial vegetation on rubble piles and small areas of landscaping. Ecological surveys were undertaken and the results of these are presented in the submitted Environment Statement. The habitats and ecological features of the site are considered to be minimal. One pair of black redstarts has been identified as breeding on site. Nesting birds are protected so to minimise risk, demolition will occur outside of nesting season. If it is found that birds are not nesting, it may be acceptable to allow demolition to occur.

This will be controlled by condition.

- 8.20.4 The scheme includes extensive brown roofs at various heights on Quadrangle and Hornsey Gardens buildings to recreate brownfield habitats favoured by black redstarts. Bird boxes will also be provided and will be suitable for swifts, house sparrows and starlings.
- 8.20.5 No bat roosts were found on site.
- 8.20.6 There is Japanese knotweed on the western part of the site and it will be controlled and removed by an appropriately qualified contractor. This will be beneficial to local ecology.
- 8.20.7 Subject to conditions securing appropriate mitigation measures, the proposal would be in compliance with the above policies.

8.21 Energy and Sustainability

- 8.21.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Policy 5.2 sets out the Mayor's 'lean, clean, green' energy hierarchy which prioritises energy use reduction, clean production and renewable production respectively.
- 8.21.2 The development has been designed in accordance with the Mayor's energy hierarchy and through passive measures alone will achieve an improvement of 2% over current Building Regulations (Part L) 2010 with the use of a single Combined Heat and Power (CHP) energy centre serving the whole development, a 25% reduction in carbon emissions is achieved.
- 8.21.3 The development has also been designed so that if plans to expand the heat network in the Lee Valley Opportunity Area come forward during the construction period it would be possible to connect to the network, if appropriate.
- 8.21.4 In addition to the above measures to reduce CO2 emissions, the development will achieve Code for Sustainable Homes (CSH) Level 4 and BREEAM 'Very Good' for the non-residential elements. These standards will be secured by condition.
- 8.21.5 The proposal is in compliance with the above policies.

8.22 Water Management and Flooding

- 8.22.1 London Plan 2011 Policy 5.12 requires developments to comply with flood risk and assessment requirements set out in PPS25 in order to minimise flood risk. Policy 5.13 requires the use of Sustainable Urban Drainage

Systems (SUDS) unless there are practical reasons for not doing so. This is reflected Haringey Local Plan 2013 Policy SP5.

- 8.22.2 The site lies in Flood Risk Zone 1 where the probability of flooding is 1 in 1000 years. The Moselle Brook runs beneath the site however it is culverted and has no associated floodplain. It is a manmade water way with a controlled flow. Therefore, there is a low risk of flooding. However, the site is identified by the Environment Agency as being in a Critical Drainage Area (CDA).
- 8.22.3 Although London Plan Policy 5.13 states that developments should achieve greenfield runoff rates, this cannot be achieved as the proposed development includes brown roofs rather than green roofs (which have greater attenuating capacity). Brown roofs were chosen as they are more suitable to for Black Redstarts, which have been found on site. Green roofs would attract competing species. The proposed development would still achieve a 50% reduction in the peak discharge rate. It will have capacity to accommodate storms up to and including a '100 year' event, with an increase of 30% to allow for the effects of climate change. The development will therefore have a positive effect towards reducing both onsite and offsite flood risk.
- 8.22.4 To mitigate risk of contamination of surface water, a construction Environmental Management Plan (CEMP) would be developed in accordance with all relevant legislation and guidance, and will include measure to manage surface water runoff and ensure the appropriate storage of construction materials.
- 8.22.5 Policy 7.28 of the London Plan encourages development proposals to restore and enhance the Blue Ribbon Network (London's network of multi-functional water-based spaces), including taking opportunities to open culverts and naturalise river channels. This is supported by Haringey local Plan Policy SP5. The Moselle Brook is culverted and forms part of the Blue Ribbon Network. However, due to the poor quality of the waterway, it is not considered feasible to deculvert the Brook. The Environment Agency has set out a number of conditions to ensure that the Brook is diverted and surface water is drained appropriately.

8.22.6 London Plan policies 5.14 and 5.15 encourage developments to minimise the impact on water supply and wastewater infrastructure. The residential element of the scheme will achieve Code for Sustainable Homes Level 4, which equates to water consumption of 105L per person per day. The non-residential elements will be built to BREEAM 'Very Good' (rate of required water reduction varies). Wastewater production is closely linked to water consumption so the above standards would also result in a reduction of wastewater. Thames Water does not object but recommended a condition requiring a water supply impact study be submitted for approval. This has been followed.

8.23 Contaminated Land

8.23.1 London Plan Policy 5.21 'Contaminated Land' requires that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. This is continued in Haringey UDP Policy ENV11.

8.23.2 An initial desktop study was undertaken in 2007 and further intrusive studies were required. A ground investigation was completed in March 2013 which determined that there is a relatively low risk with regard to contamination. The submitted environmental statement states that localised contamination will mainly be removed during remediation and development and considers the appropriate mitigation measures to minimise risk. This includes appropriate protection to the diverted Moselle Brook and abstraction borehole to the north. These mitigation measures will be secured by a detailed condition.

8.23.3 Subject to this condition, the proposal would be in accordance with the above policies.

8.24 Waste Management

8.24.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.

8.24.2 The development provides storage for recyclable and non-recyclable refuse across the development and the number of receptacles has been calculated according to Haringey formulas to be adequate for a weekly collection.

8.24.3 In Block J (Myddelton House) and Block H (Moselle House), refuse storage is provided on the ground floor adjacent to the lift core. For Block H, the building's management body will be responsible for moving bins to the designated collection point adjacent to Moselle Close. Two refuse stores

are provided in the Quadrangle. In Hornsey Gardens, residents will deposit refuse into one of five refuse areas. Management will then move bins to a main bin store, inaccessible to residents, and then to the designated collection point on the shared surface area just west of Cross Lane. Movement of the bins will be timed to coincide with collection times.

- 8.24.4 Waste storage areas are located so that residents will not need to travel more than 25m. The storage areas will also be designed in accordance with national standards to ensure cleanliness, safety and ease of maintenance.
- 8.24.5 Refuse arrangements for the foodstore are completely separate to the residential element and are located within the demise of the foodstore.
- 8.24.6 Cardboard, plastic and paper is returned on delivery vehicles to distributions centres and sold on to recyclers. Cooking oil is collected by 3rd party specialist and processed into bio fuel. Timber is returned on delivery vehicles and collected or shredded for mulch. Batteries and lightbulb are collected by specialists. Food waste is segregated into different categories and returned to distribution centres.
- 8.24.7 A customer recycling point will be located in the southern end of the carpark and will be collected by the Local authority collection service.
- 8.24.8 The High Street and live/work units will have their own arrangements for refuse collection depending on what businesses occupy these units.
- 8.24.9 The proposed refuse storage and collection arrangements are considered satisfactory in compliance with the above policies.

8.25 Environmental Impact Assessment

- 8.25.1 The proposed development is “schedule 2 development” within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares. As such, an Environmental Impact Assessment is required.

8.25.2 The applicants have submitted an Environmental Statement (ES) which covers the following issues:

- Ground conditions and contamination
- Archaeology and cultural heritage
- Noise and vibration
- Local air quality
- Water resources and flood risk
- Sunlight, daylight and overshadowing
- Ecology
- Socio-economics
- Transport
- Townscape and visual Assessment
- Telecommunications
- Cumulative effects

All except *Telecommunications and Cumulative Effects* have been discussed in separate sections in this report. These two remaining issues are discussed below.

Telecommunications

8.25.3 The ES finds that the proposed development could cause some very minor short time interruption of signal during demolition and construction to properties immediately to the north of the site but will not have any lasting effect.

8.25.4 During an advanced stage of construction there could become a point whereby satellite dishes that are mounted low on buildings immediately to the north and close to the development will lose the signal. At a similar time interference may be experienced through the TV aerials mounted on properties close by. Realignment of TV aerials and relocation and / or realignment of satellite dishes should restore signals.

Cumulative effects

8.25.5 The ES assesses whether any of the individual impacts identified (air quality, noise etc) will have a cumulative effect with other approved and forthcoming major developments in the surrounding area. These were identified to be Pembroke Works, Campsbourne Road, N8 (planning ref: HGY/2012/1190) immediately to the west and Land at Haringey Heartlands (planning ref: HGY/2009/0503). Taking into account both the potential combined and interacting effects of these developments, the ES states that impacts would not be significantly greater than identified for the individual development. As such no additional mitigation measures are proposed.

Residual effects of the development

- 8.25.6 Following assessment of the various potential impacts of the development, the ES concludes that the residual effects of the development, are positive in respect of socio-economics, and provided the recommendation mitigation measures are implemented, the negative impacts are mostly negligible or minor negative, and in a few localised instances, moderately negative. Sufficient mitigation measures have conditioned.
- 8.25.7 Officers are satisfied that the Environmental Statement has adequately the assessed the environmental impact of the proposal and accept its conclusions.

8.26 S106 Planning Obligations and Community Infrastructure Levy (CIL)

- 8.26.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. Below are the agreed Heads of Terms.

Affordable housing

- 38% of units (42% of habitable rooms) provided as affordable housing as below:

Unit Type	Number
Affordable rent	
One-bedroom	11
Two-bedroom	48
Three-bedroom	7
Four-bedroom	8
Intermediate	
One-bedroom	32
Two-bedroom	62

Education

- £500,000 towards school places

Transport

- Residential travel plan with:
 - Travel plan for each residential element (private and affordable) with annual monitoring
 - Residential induction packs with local transport information
 - Establishment of a car club scheme with at least 3 cars, free membership for 2 years, £50 credit for each unit
 - £3000 per travel plan for monitoring
 - Site Management parking plan

- Work place travel plan with:
 - Work place travel plan for A1 element
 - Showers, lockers and changing room facility for staff
 - £3000 per travel plan for monitoring
- £83,000 contribution through towards feasibility, design and consultation relating to implementation of controlled parking zone in the local area
- £60,000 towards cycling and walking improvements to local area
- no residents within the development will be entitled to apply for a resident's parking permit under the terms of any current of subsequent Traffic Management Order (TMO). Residents must be informed of this and this information should be included in the lease where possible.
- 90 min free parking in foodstore carpark

Local Employment and training

- £258,750

Cost recovery

- 3% of overall s106 value

Mayoral Community Infrastructure Levy (CIL)

- £1,621,130 (46,318 sq. m x £35)

8.26.2 An agreement under s278 of the Highways Act 1980 will be made to secure contribution of £825,173 towards necessary works to the highway. These contributions are below:

- New signalised junction to access the supermarket
- Scheme to improve Myddelton Avenue
- Removal of existing crossovers and reconstruction of footways
- Raised entry treatment of Miles Road, Myddelton Avenue
Hillfield Avenue traffic calming scheme

9.0 SUMMARY AND CONCLUSION

9.1 The application site is 2.1ha in area and located north of Hornsey High Street, N8. It is currently used as reuse and recycling centre but was once a council depot, mortuary and coroner's court.

9.2 The site is located within the Haringey Heartlands Development Framework SPD area which seeks a comprehensive mixed use development on the

site comprising a foodstore, housing, employment and community uses to complement the High Street Local Shopping Centre.

- 9.3 The proposed development consists of a foodstore with surface level car park with 114 spaces, 438 residential units with 178 parking spaces, flexible commercial unit on the High Street and two live/work units. The proposed land uses and density are considered acceptable having regard to the SPD and supporting regeneration policy. The existing recycling facility will be relocated to Western Road, N22.
- 9.4 The proposal provides 42% affordable housing by habitable room. This relatively high level of affordable housing is enabled by a mix of dwelling favouring 1- and 2-bedroom dwelling but with larger family units provided for affordable rent. The housing 'offer' proposed, although not strictly compliant with GLA and Local Plan policies regarding mix and level of affordable housing is supported by a financial viability appraisal which has been independently assessed and found sound.
- 9.5 The proposal has been designed to meet regeneration objectives and respond to the existing context and character of the surrounding area. Officers are satisfied that the design is of high quality, delivering quality housing and causing no significant impact on residential amenity.
- 9.6 The Hornsey Baths building on the High Street will be demolished to enable the development. The building is not protected but is in a conservation area. However, its loss is partly mitigated by the retention of the entrance feature. The development's wider effects on the Conservation Area and nearby heritage assets are considered acceptable given the regenerative benefits of the scheme.
- 9.7 The impacts of the new access road with signalized junction on the High Street, vehicles ingresses and egresses, and volume of trips generated have been modeled and assessed by Transport for London and a Council appointed transport consultant. The traffic impact is not considered to be significantly harmful and the junction design is acceptable for planning purposes, pending final approval by Transport for London.
- 9.8 The culverted Moselle Brook runs beneath the site and will be diverted. Officers accept that the benefits of de-culverting are insufficient in this instance.
- 9.9 An Environmental Statement (ES) was submitted with the application due to the size of the development. The ES concludes that the environmental impacts of the development are not significant, or where they are negative, can be adequately mitigated.
- 9.10 Contributions toward education, employment and training, a controlled parking zone, bus stop, pedestrian and cycling improvements and necessary highway works will be secured by s106 and s278 agreements.

The development will be liable for the Mayoral Community Infrastructure Levy.

- 9.11 The detailed assessments outlined in this report demonstrate that on balance there is strong planning policy support for these proposals embodied in the Local Development Plan and backed by Regional and National Planning Guidance. Therefore, subject to appropriate conditions and s106 contributions the application should be approved.

10.0 RECOMMENDATION

GRANT PERMISSION subject to referral to the Mayor of London and subject to following conditions and s106/s278 Legal Agreement

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of three 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 and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

PL_001 P1, PL_002 P1, PL_003 P1, PL_099P3, PL_100 P3, PL_101 P4, PL_102 P4, PL_103 P4, PL_104 P4, PL_105 P3, PL_106 P3, PL_107 P3, PL_108 P3, PL_110 P3, PL_111 P3, PL_112 P4, PL_113 P4, PL_114 P4, PL_115 P3, PL_116 P3, PL_117 P3, PL_118 P3, PL_120 P2, PL_121 P1, PL_122 P3, PL_123 P3, PL_124 P3, PL_125 P1, PL_126 P1, PL_127 P1, PL_129 P2, PL_200 P1, PL_201 P1, PL_202 P1, PL_203 P1, PL_204 P1, PL_301 P3, PL_302 P3, PL_303 P3, PL_304 P3, PL_305 P3, PL_306 P4, PL_307 P3, PL_308 P4, PL_309 P3, PL_310 P3, PL_311 P3, PL_350 P3, PL_351 P2, PL_352 P2, PL_353 P2, PL_354 P2, PL_355 P2, PL_356 P4

Design and Access Statement September 2013, Planning Statement September 2013, Environmental Statement – Volumes I, II and III September 2013 and addendum December 2013, Retail Statement September 2013,

Transport Assessment September 2013, Energy Strategy September 2013, Sustainability Statement September 2013, Statement of Community Involvement September 2013, Landscape Strategy September 2013, Tree Survey September 2013, Heritage Statement September 2013, Demolition Management Plan September 2013, Site Waste Management Plan September 2013

Reason: To avoid doubt and in the interests of good planning.

SAMPLES OF MATERIALS

3. Samples of materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with members of the Planning Sub-committee, before any development is commenced. Samples should include sample panels or brick types, roofing materials, balconies and windows combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

LANDSCAPING

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant; and considerations of sculptural or architecturally attractive trolley shelters or similar feature for the car park.

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

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

LANDSCAPE MAINTENANCE

5. Within 2 years of commencing the development hereby permitted, the applicant shall submit a landscape maintenance scheme for approval by the Local Planning Authority. Any trees or areas of planting which die, are removed or become seriously damaged or diseased within 5 years of completion of the landscaping scheme, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, good design and that the landscaping is secured in accordance within accordance London Plan 2011 Policies 7.5 and 7.6, Haringey Local Plan Policies SP11 and SP13, and Saved UDP 2006 Policies UD3 and OS17.

BOUNDARY TREATMENT

6. No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies 3.5, 7.4, 7.5 and 7.6 of the London Plan 2011 and Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

TRAFFIC MODELLING

7. The traffic modelling submitted has been reviewed and approved for planning purposes only and shall be reviewed and approved in writing by Transport for London before development commences on site. All costs related to the approval of the modelling shall be borne by the applicant.

REASON: To ensure the development does not cause undue harm to the highway network in compliance with London Plan 2011 Polices 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', Haringey Local Plan Policy SP7 and Saved UDP 2006 Policy UD3 'General Principles'.

CMP & CLP

8. Three months prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Hornsey High Street, Myddelton Road, Miles Road and Campsbourne Road the roads surrounding the site is minimised. It is also

requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

DELIVERY AND SERVICE PLAN

9. Prior to commencement, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. Details of which must include servicing of the supermarket, and servicing of the residential units including refuse collection and deliveries.

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

STAFF CYCLE PARKING

10. Prior to occupation of the foodstore, a plan showing the provision of at least 17 no. cycle space for food store staff use, shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter.

Reason: To ensure sufficient cycle parking facilities are provided for staff use in accordance with London Plan Policy 6.9.

PARKING

11. The parking spaces associated with the foodstore shall provide at least 90 minutes free parking to visitors at all times.

Reason: In order to allow visitors to visit the rest of the local shopping centre and support the its viability and vitality, in accordance with Haringey Local Plan 2013 Policy SP10 and Saved UDP 2006 Policy TCR2.

SURFACE WATER DRAINAGE

12. Excluding demolition, the development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) High Street, Hornsey Ref FRA/8672 Rev C, dated 21 October 2013, by Powell Tolner & Associates and the subsequent information submitted by Michael Featherstone dated 10 December 2013 has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include:

- A minimum of the total area of brown/green roofs of 2700 sq. m, as stated in the letter from Michael Featherstone Ref: SAB/br/8672 dated 19 November 2013
- a restriction in run-off and surface water storage on site as outlined in the FRA.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

CULVERT DIVERSION

13. Excluding demolition and piling, the development hereby permitted shall not be commenced until such time as a scheme for the Moselle Brook culvert diversion based on the agreed Flood Risk Assessment (FRA) High Street, Hornsey Ref FRA/8672 Rev C, dated 21 October 2013, by Powell Tolner & Associates and the subsequent information submitted by Michael Featherstone dated 10 December 2014 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the detailed design for the culvert diversion including all permanent and temporary works. Once construction of the development is complete, detailed CCTV surveys must be undertaken of the full length of the culvert within 8m of any structures built as part of the development, to assess the condition and to ensure the culvert has been constructed as detailed in the Drainage Strategy Plan, drawing no 5002. A report of the survey finding will be submitted to the LPA for approval. Any damage or maintenance requirements identified by these surveys will subsequently be repaired to the satisfaction of the LPA and evidence of this will be submitted for approval in writing.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring that the culvert is not damaged during construction and can function as designed, without increasing the risk of flooding both on and offsite.

LAND CONTAMINATION

14. No development shall commence on site until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site are submitted to and approved, in writing, by the Local Planning Authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) and any further site investigation works required on site post demolition, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of these site investigations and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect groundwater quality. The reviewed report: Pre-Purchase Ground Investigation Report by Soil Consultants Ltd, ref: 9347/JRCB/OT satisfies part 1 of this condition. The rest of the condition is required to secure the additional investigation and risk assessment works and any remedial works that may be required. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

VERIFICATION OF REMEDIATION

15. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The

report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure the site is fit for purpose and remove the risks to Controlled Waters.

SURFACE WATER INFILTRATION

16. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason Infiltration of surface water would provide potential pathway for contamination at the surface to migrate into groundwater. The design of SuDS and other infiltration systems should include appropriate pollution prevention measures. If contamination is present in areas proposed for infiltration, we will require the removal of all contaminated material and provision of satisfactory evidence of its removal, the point of discharge should be kept as shallow as possible. Deep bored infiltration techniques are not acceptable; the distance between the point of discharge and the groundwater table should be a minimum of five metres and only clean, uncontaminated water should be discharged into the ground.

PILING

17. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason Piling should not create a direct pathway into the underlying Principal Aquifer. Investigation boreholes should be decommissioned appropriately. A Piling Risk Assessment is required should the development requires Piled foundations.

PILING METHOD STATEMENT

18. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which

such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

FOUNDATIONS

19. Excluding demolition and piling, development shall not commence until details of foundation design shall be submitted to, and approved in writing by The Local Planning Authority (in consultation with Thames Water). The scheme shall be implemented according to these approved details. These detail shall include -

- a. the methods to be used
- b. the depths of the various structures involved
- c. the density of piling if used
- d. details of materials to be removed or imported to site.

More detailed information can be obtained from Thames Water's Groundwater Resources Team by email GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason: To better assess the risk to water resources from the construction of the foundations.

WATER SUPPLY IMPACT

20. Excluding demolition and piling, development shall not commence until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

BROWN ROOF

21. Prior to commencement but excluding demolition and piling, full details of the brown roof shall be submitted to, approved in writing by the Local Planning Authority and implemented accordingly. The brown roof shall be design in accordance with the recommendations of the submitted Environmental Statement and must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter.

No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

CONSTRUCTION DUST

22. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. 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 LPA prior to any works being carried out on the site.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

CEMP

23. No development shall be commenced unless a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how noise, vibration, air and water pollution, among other impacts on amenity shall be minimised. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed development on the environment in accordance with the Environmental Impact Assessment and Saved UDP 2006 policies ENV6 and ENV7.

BOILER EMISSIONS

24. Prior to installation, details of the boilers to be provided for space heating and domestic hot water shall be to and approved in writing by the Local Planning Authority and implemented accordingly. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution.

CHP EMISSIONS

25. Prior to installation, evidence must be submitted to show that any the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations e.g. Combined Heat and Power combustion plant does not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation, emissions certificates will need to be provided to the Local Planning Authority.

REASON: To minimise harm to air quality in accordance with London Plan Plan 2011 Policy 7.14 Saved Policy ENV7 of the UDP 2006.

PEDESTRIAN PRIORITY MEASURES

26. Prior to commencement, details of pedestrian priority measures for the pedestrian routes shall be submitted to, and approved in writing by the Local Planning Authority and implemented accordingly and retained thereafter.

REASON: To minimise conflict between pedestrians and vehicles in accordance with London Plan 2011 Policy 6.10.

ARCHAEOLOGICAL PROGRAMME

27. (A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological and historic buildings recording work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

(B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

(C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the

programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and historic buildings assessment followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.

HISTORIC BUILDING RECORD

28. No development or demolition of the Hornsey Baths buildings shall take place until a programme of historic building recording and analysis (RCHME Level 3 minimum) has been secured and implemented, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Reason: Hornsey Baths are of buildings archaeology interest. The planning authority wishes to secure the provision of the recording in advance of demolition, in accordance with the NPPF.

FOODSTORE MANAGEMENT PLAN

29. Prior to occupation of the foodstore, a foodstore management plan shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented accordingly. The plan shall include details of what measures will be implemented to reduce noise and harm to amenity arising from operation of the foodstore.

REASON: In order to protect the amenities of the locality in accordance with the Saved UDP 2006 policies UD3, ENV6 and ENV7.

MECHANICAL PLANT

30. Technical specification details of the mechanical plant to be installed within the plant areas shown on the approved floor plans, together with an accompanying acoustic report, shall be submitted to and approved by the Local Planning Authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment and policy ENV6 of the London Borough of Haringey Unitary Development Plan 2006.

CCTV

31. Prior to the commencement of the development hereby permitted with the exception of demolition and piling, a scheme showing full details of a closed-circuit television surveillance system and security lighting shall be submitted to and approved in writing by the Local Planning Authority and the relevant works shall not be carried out otherwise than in accordance with the approved details.

Reason: In order to ensure that the proposed development achieves an appropriate level of security having regard to London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11.

LIGHTING

32. Prior to the commencement of the development hereby permitted, with the exception of demolition and piling, an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.

Reason: In order to ensure that the proposed development achieves an appropriate level of security having regard to London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11.

SIGNAGE

33. Prior to occupation of the development, the applicant shall submit a detailed design strategy for any signage to be displayed on any part of the development permitted shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance thereafter.

Reason: To achieve good design throughout the development in respect of advertising, in accordance with Saved UDP 2006 Policy UD10.

BIRD NESTING SEASON

34. No demolition shall take place during the bird breeding season, unless the building, rooftop and its immediate proximity has been inspected by a suitably qualified ecologist with full knowledge of the proposed demolition program and processes, and the ecologist concludes that the development would not contravene protection afforded within the Wildlife and Countryside Act (As Amended). In the event that demolition is to be undertaken during the bird breeding season, no demolition shall take place until a copy of the ecologists' report confirming the acceptability of the demolition program and process has been submitted to the Local Planning Authority.

Reason: To afford suitable protection to wild nesting birds, in accordance with the provision of the Wildlife and Countryside Act 1981 (As Amended) and London Plan Policy 7.19 'Biodiversity and access to nature' and Local Plan 2013 Policy SP13 'Open Space and Biodiversity'.

CODE FOR SUSTAINABLE HOMES

35. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

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

BREEAM

36. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development.

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

HEAT NETWORK

37. The development shall have a communal onsite heat network, with a single energy centre connected to all residential apartments and non-residential uses. The development shall be future proofed to enable connection to an area wide decentralised energy network at some future date. Prior to commencement of the development, with the exception of demolition and piling, full details of the single plant room/energy centre, CHP and Boiler

specifications, communal network and future proofing measures should be submitted to and approved in writing by the Local Planning Authority. The details should include:

- Confirmation of the final technical specifications for the energy centre, including CHP and boiler plant, and buffer vessels, and its operation;
- Details of the proposed tariff structures for the supply of heat, power and/or chilled water protect the interests of the occupiers;
- Plan showing the energy centre and flow and return pipe routes for the communal network for the development;
- Evidence showing that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided
- Full details of the location and appearance of the flues, including height, design, location and sitting;
- Details of the onsite distribution system and design of building services to future proof to connect to an area wide DE network (refer to design guidance provided by the Greater London Authority);
- Details of other future proofing measures to enable an off-site connection to an area wide DE network, including details of the buried heat main from the site boundary to the onsite energy centre, service entry pit and capped off pipe work stubs at the energy centre, and demonstration of compliance with area wide decentralised network design guidance provided by the Greater London Authority as regards flow rates, temperature and pressure design parameters.

The energy centre and onsite network shall be installed and maintained as approved. Two years following the first Occupation of the Development the Owner shall submit information to the Council showing that the CHP system is fully operational and is being used in accordance with the Planning Permission.

REASON: In order to secure the provision of an on-site heat network and reduce carbon emissions in accordance with London Plan 2011 Policies 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and construction' and 5.6 'Decentralised energy in development proposals'.

LIFETIME HOMES

38. All residential units with the proposed development shall be designed to Lifetime Homes Standard unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of Lifetime Homes.

39. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

40. Prior to commencement of the development, with the exception of demolition and piling, a detailed scheme for the installation of bird nesting boxes shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be in accordance with the recommendations of the submitted Environmental Statement September 2013 and implemented accordingly and retained thereafter.

REASON: To support on-site biodiversity in accordance with London Plan Policy 7.19 'Biodiversity and access to nature' and Local Plan 2013 Policy SP13 'Open Space and Biodiversity'.

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

INFORMATIVE: The applicant is advised that it is an offence to plant or cause Japanese knotweed to spread in the wild under the Wildlife and Countryside Act 1981 and all waste containing Japanese knotweed comes under the control of Part II of the Environmental Protection Act 1990. The applicant should refer to the Environment Agency's "Managing Japanese knotweed on development sites- the knotweed code of practice" (Version 3, 2013) for further information.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group (tel. 020 8489 1000) at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

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

INFORMATIVE: The application 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 £1,621,130 (46,318 sq. m x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

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

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for

extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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

INFORMATIVE: 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.

INFORMATIVE: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

INFORMATIVE: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.

11.0 APPENDICES

11.1 Appendix 1 – Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH Transportation	<p><i>General Comments</i></p> <ul style="list-style-type: none"> • Site has access points to all streets which bound the site • CPZ recently introduced west of Hornsey High Street from Junction of Tottenham Lane to junction of Middle Lane • Area to east has no CPZ and is heavily parked • Site is in area with medium public transport accessibility level (PTAL) of 3 • Site is close to local and strategic cycling routes including the LCN+ Link 78 and Greenways Link 04 <p><i>Trip Generation</i></p> <ul style="list-style-type: none"> • Total trip generation by all modes is 314 in/out trips during AM peak, 502 in/out trips during inter peak, 519 during PM peak • Total car driver trips is 103 in/out AM peak, 268 during interpeak and 279 during PM peak • Scope of submitted transport assessment agreed with LBH • Residential assessment based on TRAVL Trip forecast database for Clarence Close, Grand Union Village, Kew Riverside private and affordable apartments: 291 Trips during AM Peak, 334 trips during inter peak and 309 during PM peak. • Travel mode split estimated from Census 2011 and if applied to trip generation would result in 45 in/out vehicle movements in the AM peak, 55 in/out in the inter peak and 48 in/out in the PM peak • Trip generation for Sainsbury's based on Sainsbury's store at Penge, North Finchley and Willesden Green. The store will generate 225 two-way movements during the peak operational periods. 30% of trips will be diverted or pass by trips (trips already on the network), hence 70% of the trips will be new trips generated by the food store • Majority of new trips generated would be from Muswel Hill, Fortis Green, Alexandra, Crouch End, Hornsey and Stroud Green Wards (82% of forecasted trips, 42.5% from Hornsey) 	Noted. Conditions, s106 and s278 recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p><i>Traffic Modelling</i></p> <ul style="list-style-type: none"> • Applicant's consultant WSP has submitted TRANSYT and LISING modelling of the highways network which included a new signalised junction to the supermarket, Church Lane Junction with New River Village and Turnpike Lane junction with Hornsey Park Road and Wightman Road. • The modelling has been reviewed independently by Council appointed Transport Consultants CH2M Hill. • Results of modelling suggest that there would be no significant impact on the highways network, and the network would operate within acceptable limits at all times, with the exception of the eastbound arm of the new signalised junction which has a 90% degree of saturation in the AM peak period. • This saturation is due to signalling Hillfield Avenue rather than a Give Way junction as originally proposed, and not as a result of the traffic generated by the development • The modelling has been approved for planning purposes only and will have to be developed further for approval by TfL's signals department and network management team before the scheme can be implemented. <p><i>Car and Cycle Parking</i></p> <ul style="list-style-type: none"> • 178 parking spaces for 438 residential units including 44 disabled bays • 110 car parking spaces, underneath Hornsey Gardens building, accessed from New River Avenue • 68 car parking spaces in Quadrangle building accessed from Miles Road • 36 (20%) of total spaces will be equipped with electric charging points and further 36 (20%) with passive provision • 14 motorcycle bays for private units and 9 motorcycle bays for affordable units • Parking provision is in line with Saved UDP Policy M10, Local Plan Policies SP1, SP4, and SP7 • 453 cycle spaces provided in line with London Plan 2011 standards (1 space per 1 and 2 bed unit and 2 spaces per 3+ bed unit) • 114 spaces in the surface carpark for the foodstore, 12 (10%) with 	

No.	Stakeholder	Question/Comment	Response
		<p>electric chargin facility and 11 (10%) with passive provision.</p> <ul style="list-style-type: none"> • 90 minutes free parking will be offered • Cycle parking distributed across the development • 22 spaces at ground level for public and staff <p><i>Access and servicing</i></p> <ul style="list-style-type: none"> • 3 main vehicular access points proposed • Foodstore access is from Hornsey High Street via a new signalised junction • Two residential accesses: one from Miles Road via Myddelton Road and Campsbourne Road, and one from existing signalised access to New River Village development via New River Avenue • The impacts of the traffic generated has been modelled and found acceptable • Deliveries to and refuse collection from the foodstore will be via the new access road on Hornsey High St and the undercroft servicing area adjacent to the foodstore. The applicant has provided vehicle swept path analyses to demonstrate that articulated delivery vehicles can enter and leave the service yard in forward gear • Swept path analyses show that the development can be serviced by fire appliances • Refuse collection for the residential elements will be met from the street as they are for existing properties in the area <p><i>Highway Works</i></p> <ul style="list-style-type: none"> • The development would require changes to the highway network: • New signalised junction, • removal and construction of vehicular access points, removal of vehicular crossovers, reconstruction of footways and reconstruction of a section of Cross Lane footpath to facilitate vehicular access, • removal of vehicle crossover on Hornsey High Street including removal of existing access road and reconstruction of vehicular access point to foodstore • removal of vehicular crossover on Myddelton Road • construction of vehicular crossover to Quadrangle building • The applicant will be required to contribute towards upgrade of 	

No.	Stakeholder	Question/Comment	Response
		<p>Myddelton Road due to increase pedestrian flows resulting from the development</p> <ul style="list-style-type: none"> • Due to concerns on the impact of right turning traffic into and out of Hillfield Avenue, the Council's traffic engineering section has developed a scheme which seeks to mitigate this impact. <p>Recommendation</p> <ul style="list-style-type: none"> • No objection subject to following contributions • Residential travel plan secured through s106 with: <ul style="list-style-type: none"> ○ Travel plan for each residential element (private and affordable) with annual monitoring ○ Residential induction packs with local transport information ○ Establishment of a car club scheme with at least 3 cars, free membership for 2 years, £50 credit for each unit ○ £3000 per travel plan for monitoring ○ Site Management parking plan • Work place travel plan secured through s106 with: <ul style="list-style-type: none"> ○ Work place travel plan for A1 element ○ Showers, lockers and changing room facility for staff ○ £3000 per travel plan for monitoring • £83,000 contribution through s106 towards feasibility, design and consultation relating to implementation of controlled parking zone in the local area • S106 clause providing that no residents within the development will be entitled to apply for a resident's parking permit under the terms of any current of subsequent Traffic Management Order (TMO). Residents must be informed of this and this information should be included in the lease where possible. • S278 Highways works contribution of £825,173 towards following highway works <ul style="list-style-type: none"> ○ Cost associated with constructing the new signalised junction to access the foodstore ○ Scheme to improve Myddelton Avenue estimated ○ Removal of existing crossovers and reconstruction of footways ○ Raised entry treatment of Miles Road, Myddelton Avenue ○ Hillfield Avenue traffic calming scheme estimated • S106 contribution of £60,000 towards cycling and walking 	

No.	Stakeholder	Question/Comment	Response
		<p>improvements in the area (LCN+ Link 78, Greenways Link 04, Cycle School Partnership and Quietways cycle routes)</p> <p>No objection subject to following Conditions</p> <ul style="list-style-type: none"> • modelling submitted has been reviewed and approved for planning purposes only and will have to be reviewed and approved by TfL before development commences on site, all costs borne by the applicant • 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. • Submit a Delivery and Service Plan (DSP), details of which must include servicing of the supermarket, and servicing of the residential units including refuse collection and deliveries <p>The new development will require naming and numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573).</p>	
	LBH Conservation Officer	See Appendix 3	
	LBH Waste Management	<p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>Waste must be properly contained to avoid spillage, side waste and wind blown litter. Waste collection arrangements must be frequent</p>	Noted. Informative added.

No.	Stakeholder	Question/Comment	Response
		<p>enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.</p> <p>Sufficient space for domestic residual and recycling bins must be provided in a manner to avoid accumulations of un controlled waste.</p> <p>Waste collection vehicles should be able to enter the proposed site, collect and leave the site in forward gear.</p> <p>This department is happy to meet on site to discuss details with proposer.</p> <p>Amber.</p>	
	LBH Flood and Surface Water Manager	<p>Recommendations:</p> <ol style="list-style-type: none"> 1. Additional green or brown roofs 2. All planted areas to have a SuDS benefit 3. Moselle Brook should be de-culverted 4. Permeable surfacing should be used on all surfaces that are not to be highly trafficked. 5. Detention of water on site should be incorporated into the proposals, not just attenuation measures. The detained grey water could be recycled for irrigation or toilet flushing on site 6. S106 money could be targeted toward 'Greenstreets' project to reduce surface water runoff in Campsbourne Area 	<ol style="list-style-type: none"> 1. Brown roof coverage increased threefold 2. Planted areas will contribute towards runoff attenuation 3. Public realm will be heavily trafficked and must be robust 4. On-site water storage is incorporated in the scheme 5. S106 money is limited by financial viability and has been directed towards other needs
	LBH Environmental Health	<p>Recommended the following conditions:</p> <ol style="list-style-type: none"> 1. Contaminated land remediation and verification 2. Electric vehicle charging points 3. Details of green roof 4. Control of Construction Dust 5. Limit to boiler emissions 6. Limit to CHP emissions 	<ol style="list-style-type: none"> 1. Condition applied 2. Electric vehicle charging points shown on submitted plans 3. Brown roof proposed. Details secured by condition 4. Condition applied

No.	Stakeholder	Question/Comment	Response
		Asbestos informative	<ul style="list-style-type: none"> 5. Condition applied 6. Condition applied
	LBH Building Control	This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to LBH	Noted.
	EXTERNAL		
	Greater London Authority	<p>Stage I Response 6 November 2013</p> <ul style="list-style-type: none"> 1. <i>Principle of Development:</i> Principle of mixed use development as proposed can be accepted provided that Western Road Depot site envisaged for the relocated waste provision is secured 2. <i>Affordable Housing:</i> The affordable housing offer is acceptable in principle, subject to an independently verified viability appraisal to demonstrate that the offer is the maximum reasonable provision in line with London Policies 3.11 and 3.12 3. <i>Residential mix:</i> While the residential mix is varied, the applicant is encouraged to increase provision of family sized units across the development to promote mixed communities 4. <i>Residential Density:</i> Whilst the density is higher than the range indicated in the London Plan (Table 3.2), it would comply with that indicated in the Haringey Heartlands Development Framework SPD. As the site is located in an Intensification Area, the density can be accepted in this instance. 5. <i>Residential Quality:</i> Revisions are encouraged to reduce the number of single aspect north facing units and the number of non-compliant rooms in terms of daylight 6. <i>Children's play space:</i> The playspace provision and strategy is considered acceptable and in accordance with London Plan policy 3.6 and the Plan Informal Recreation SPG 7. <i>Urban Design:</i> The pedestrian route between Myddelton Road and Cross Lane needs improving to ensure adequate levels of overlooking and activity 	<ul style="list-style-type: none"> 1. Noted. Planning permission for Western road depot has been secured. 2. Housing officer is supported by financial viability assessment 3. Current mix enables provision of high amount of affordable housing 4. Noted 5. North facing single aspect units have been reduced 6. Noted 7. East-west route is heavily overlooked and benefits from ground floor residential entrances 8. 10% wheelchair units have been provided, each with Blue Badge parking space. Pedestrian priority measures secured by condition 9. Heat network details secured by condition. Capacity of CHP confirmed to be 153 kW_e

No.	Stakeholder	Question/Comment	Response
		<p>8. <i>Inclusive Access:</i> In order for the scheme to comply with London Plan Policies 3.8 and 7.2, the applicant is requested to provide further information on: location of wheelchair accessible units, Blue Badge holder car parking spaces, routes through the development for wheelchair users, further detail on the new junction design and wide crossover on Hornsey High Street and access to the service yard to avoid conflicts between vehicles and pedestrians</p> <p>9. <i>Sustainable development:</i> The applicant has broadly followed the energy hierarchy to reduce carbon dioxide (CO2) emissions although further revisions and information will be required before the proposals can be considered acceptable and the CO2 savings verified – a drawing showing the route of the heat network linking all buildings on the site will need to be provided, the indicative electrical capacity of the CHP must be confirmed</p> <p>10. <i>Transport:</i> In the absence of further information, the application does not currently with the transport policies of the London Plan. A number of issues are highlighted in this report which need to be addressed by the submission of further information – additional modelling data, car park usage capacity, servicing access, impact assessment methodology and cycle parking. Furthermore, it is requested that Haringey Council secures a contribution towards pedestrian upgrades and additional bus capacity, facilitate the implementation of a CPZ within a Section 106 agreement and secures both a DSP and CLP by condition.</p>	
	London Fire Brigade	The Brigade is satisfied with the proposals for fire fighting access onto the site however due to the size of the building they will require the provision of dry rising mains or sprinklers for fire fighting details to be provided	Noted.
	Greater London	There is a risk of hitherto unknown significant remains being present at the site and if found these may affect the programme of a consented	Noted. Conditions and Informative applied.

No.	Stakeholder	Question/Comment	Response
	Archaeological Advisory Service (GLAAS)	<p>scheme. However should the LPA seek to determine the case on the basis of current information I advise the following two (2) conditions be applied to any forthcoming consent:</p> <p>Condition</p> <p>A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological and historic buildings recording work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.</p> <p>B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).</p> <p>C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and historic buildings assessment followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.</p> <p>Informative: The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>appropriate English Heritage guidelines.</p> <p>AND:</p> <p>No development or demolition of the Hornsey Baths buildings shall take place until a programme of historic building recording and analysis (RCHME Level 3 minimum) has been secured and implemented, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.</p> <p>Reason: Hornsey Baths are of buildings archaeology interest. The planning authority wishes to secure the provision of the recording in advance of demolition, in accordance with the NPPF.</p> <p>Informative: The required written scheme should be prepared in consultation with English Heritage's Greater London Archaeological Advisory Service.</p>	
	<p>English Heritage</p>	<p>The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again.</p> <ol style="list-style-type: none"> 1. No objection to demolition of former Council building, 39 High Street, N8, provided suitable replacement building is secured. Main concern is the impact on the significance of the Hornsey High Street Conservation Area. 2. High street building appear overscaled due to large floor to ceiling height and lack of fine detailing. The fourth floor is too prominent due to height and box-like treatment. 3. The development forms a backdrop to the conservation area and would introduce a new scale and architectural character to 	<p>LBH Conservation Officer does not object</p> <ol style="list-style-type: none"> 1. Noted 2. Officers consider High St building is appropriate scale and design Conservation Area 3. The development scales down to surrounding development. Character of CA is considered to be maintained 4. Officers' view is that impact is outweighed by benefits of housing, pedestrian routes and improvements, regeneration of High Street

No.	Stakeholder	Question/Comment	Response
		<p>this area</p> <p>4. Proposals cause some harm to the significance of the Hornsey High Street Conservation Area which is not outweighed by the benefits of the scheme.</p>	
	<p>Transport for London</p>	<p>Initial comments 29 October 2013</p> <p>The following matters require addressing in order for the application to be considered acceptable and compliant with the Transport Policies of the London Plan:</p> <ol style="list-style-type: none"> 1. Demonstrate the need for a signalised junction 2. Clarify the proposed access arrangements on Myddelton Road 3. Provide additional information on the Sainsbury's sites surveyed 4. Provide additional information on how the diverted and pass by trips were derived 5. Confirm to what extent a cumulative impact assessment has been done 6. Provide a car parking accumulation assessment 7. Revise the location of retail Blue Badge spaces 8. Provide enlarged parking spaces in accordance with London Plan standards 9. Seek a contribution to fund a consultation, design and implantation of a local CPZ 10. Car clubs and legal agreement that residents cannot apply for on street parking permits 11. Provide each wheelchair accessible unit with a Blue Badge parking bay 12. Confirm to what extent the viability of introducing car club on site has been examined. 13. Clarify the location of the proposed retail and staff cycle parking 14. Provide residential visitor spaces 15. Confirm the presence of pedestrian priority measures within the retail car park 	<ol style="list-style-type: none"> 1. LBH considers junction necessary, subject to TfL approval <p>Items 2 to 6. Scope of Transport assessment agreed previously.</p> <ol style="list-style-type: none"> 7. Followed. 8. Spaces meet LBH standard 9. Contributions sought 10. Contributions sought 11. Followed 12. Car club discussed in TA 13. Cycle details submitted but also secured by condition 14. Parking provisions meet Haringey standards 15. Measure secured by condition 16. Impact not considered sufficient for this contribution to be necessary 17. These conditions are applied 18. These contributions will be sought

No.	Stakeholder	Question/Comment	Response
		16. Provide a contribution of £450,000 towards local bus capacity upgrades 17. Confirmation that the DSP and CLP will be secured by condition 18. Provide a contribution towards travel planning measures.	
	Environment Agency	28 October 2013 No objection to keeping the Moselle Brook culverted or diverting More evidence required to demonstrate that: there will be no increase to flood risk and the culvert can self-cleanse Sustainable Urban Drainage is maximised A reduction of runoff rates has been maximised The site lies in a critical drainage area and should seek to contribute to the establishment of a wider surface water regime 6 January 2014 Mitigation for not deculverting is not sufficient but in this instance raise no formal objection. Conditions recommended: 1. Drainage strategy to be approved 2. Details of Moselle Brook diversion to be approved 3. Remediation of existing contamination required 4. Verification of remediation required 5. No infiltration of surface water permitted 6. No piling unless approved by local planning authority	Applicant submitted information and Environment Agency has recommended conditions accordingly. These conditions will be applied.
	Thames Water	Backflow protection should be provided to the development Piling method condition recommended to minimise risk to infrastructure	Conditions and informatives applied

No.	Stakeholder	Question/Comment	Response
		<p>Water impact study condition recommended to ensure adequate water supply</p> <p>Assurance sought that TW easements and way leaves will not be affected</p>	
	<p>Haringey Design Panel</p> <p>Consists of independent volunteer architects/design professionals</p>	<p>Initial consultation – 13th June 2013-12-30</p> <p>Observations (summarised)</p> <ol style="list-style-type: none"> 1. The requirements of the Haringey Heartlands development framework may be encouraging overdevelopment 2. Housing on a podium above the carpark should be viable and would result in a better back to back relationship if aligned with the Mosque 3. Concern over anti-social behaviour and misuse of car park at night when store is closed 4. The 10 storey tower might overshadow everything to the north and would stand higher than the New River estate. It must not interrupt views from Alexandra Palace 5. Panel wished to see retail impact study. A cafe might not be the best use to have on the High Street 6. The gap in the High Street creates a new view to Alexandra Palace is accepted 7. Panel wished to see the Environment Agency’s comments 8. The final design should safeguard possibility of opening up river at later stage 9. The panel would like to see the scheme again prior to submission <p>Second Consultation - 19th September 2013</p> <p>Observations (summarised)</p> <ol style="list-style-type: none"> 1. The outlook of the residential block overlooking the car park 	<ol style="list-style-type: none"> 1. Haringey Heartlands Framework is a material consideration. 2. Surface considered most viable option for development 3. Carpark will be overlooked and well lit 4. Height of development brought down to 8 storeys 5. Cafe omitted from development. Retail study available for view 6. Noted 7. Comments made available 8. Benefits of deculverting are poor but buildings are not located above diverted channel 9. Followed <p>Second Consultation</p> <ol style="list-style-type: none"> 1. High quality pavement and landscaping will result in acceptable outlook 2. Character areas not based on tenure 3. Treatments are considered to be of comparable quality 4. Defensible space is provided to ground floor entrances. Quality of amenity space on Myddelton Road considered acceptable

No.	Stakeholder	Question/Comment	Response
		<p>would be poor. Some units are single aspect and would have no other outlook. Would it be possible to have landscaping or artwork over the carpark (eg. Trained trees or pergola structure).</p> <p>2. The reasons for differences in architectural treatment between the 'Hornsey Park Quarter' and the 'Moselle Quarter' seem unjustified and would likely accentuate social division</p> <p>3. The architectural treatment of the Moselle Quarter is preferred to those on the Hornsey Park Quarter. The balcony detail of the Moselle Quarter should be applied across the whole development to give greater unity</p> <p>4. The buildings on Miles Road and to some extent, the western side along Myddelton, are close to the road and have little or no landscaping between the houses and the road. Some maisonettes in Myddelton House only have amenity space on the public side</p> <p>5. The roof profile lacks interest and articulation. Set back floors, penthouse flats and lightweight materials should be considered. Viability of penthouse flats should be considered. Parapets heights should be reduced.</p> <p>6. Single aspect units, particularly in Myddelton House, might not have truly private amenity space, a clear approach on the ground facing the car park or any communal amenity space</p> <p>7. The variety and detailing of materials over the Sainsbury's appears fussy and unresolved. Number of brick types should be reduced from three to two. The fascia or plinth over the colonnade in front of the supermarket should be integrated with the brickwork above to create integration between ground and upper floors.</p> <p>8. High Street building should be simplified in appearance and reconstituted stone dressings should be reduced</p> <p>9. Panel welcomed idea and intent of reinstating Hornsey Bath</p>	<p>5. Roof profile allows for brown roofs. Articulation in facade provides interest</p> <p>6. Myddelton House units balconies or gardens, those on car park side have separate secure access from the rear, access to quadrangle communal space</p> <p>7. Brick detailing is secured by condition. Round column treatment in front Sainsbury's provides open and clear area for pedestrian</p> <p>8. High Street building has been simplified</p> <p>9. Proposed location of Baths entrance is most practical</p>

No.	Stakeholder	Question/Comment	Response
		entrance but not convinced of the proposed location and that an alternative location might be more appropriate	
	Metropolitan Police – Crime Prevention Officer	<p>Consulted during design development</p> <p>Approve of boundary treatments and defensible space around homes</p> <p>Car park areas should be adequately secured</p> <p>Public realm furniture should be designed to be robust</p> <p>Public realm should be overlooked</p>	<p>Noted.</p> <p>Conditions for CCTV and lighting scheme applied.</p>
	Natural England	<p>No specific comments. The following standing advice given:</p> <p>The local area is an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision</p> <p>If the proposal site could result in an impact on a Local Site, Local Nature Reserve (LNR) or priority habitat the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application</p> <p>The authority should consider securing measures to enhance the biodiversity of the site from the applicant</p>	<p>Noted.</p> <p>Ecology assessment undertaken. Brown roof and bird boxes provided. No demolition during nesting season unless approved.</p>
	Hornsey CAAC	<p>Proposal harms heritage assets (i.e. Conservation Area and setting of Listed buildings)</p> <ol style="list-style-type: none"> 1. Acknowledge housing need but do not support current design 2. Height and massing is out of scale with local development 3. Flat roof profiles with high parapets is not sympathetic local varied roof character 4. New wide road will result in harmful break in High Street frontage 5. Although the Baths building was rejected for Listing, the 	<p>Officers' consider impact is outweighed by benefits of the scheme.</p> <ol style="list-style-type: none"> 1. Noted 2. Massing considered to meet planning brief but is sensitive to surrounding scale 3. Articulation is provided on facade and provides varied profile when viewed from High Street 4. Gap will provide new view to Alexandra Palace 5. Frontage is retained and visible from Conservation

No.	Stakeholder	Question/Comment	Response
		<p>frontage was identified by English Heritage as making a positive contribution to the Conservation Area</p> <ol style="list-style-type: none"> 6. The view towards Alexandra Palace should be protected 7. Height of buildings will harm outlook for residents 8. Street frontages do not have green space, contrasting with existing development 	<p>Area</p> <ol style="list-style-type: none"> 6. A new view is provided 7. Massing has been designed to minimise harm but current site is underdeveloped and there will always be some impact
	Alexandra Palace Charitable Trust	Contributions toward Alexandra Park infrastructure should sought through s106	Due to financial viability, s106 contributions are being focussed towards other priorities (e.g. education, transport)
	Hornsey Cycling Campaign (HCC)	<ol style="list-style-type: none"> 1. A London Cycle Network Route (7) runs north/south on Cross Lane. It is of poor standard and should be improved as part of the development 2. Welcome replacement of gate with bollards at southern end of Cross Lane 3. Scheme requires 500 cycling spaces, not certain if this has been met 4. Cycle parking and shower facilities should be provided for staff 5. Cycle parking near the foodstore is unclear 6. Road widths to High Street should be increase to accommodate cycle lanes 7. On-site cycle lanes should be shown 	<ol style="list-style-type: none"> 1. Contributions toward pedestrian and cycle improvements are sought 2. Noted. 3. Cycle parking will meet London standards 4. Will be secured in s106 5. Further details will be sought on cycle parking to achieve compliance 6. Road width have been kept to minimum to reduce gap in High Street 7. Public realm intended to be shared space
	Crouch End Traders Association	<ol style="list-style-type: none"> 1. Free parking would attract trade away from Crouch End 2. Foodstore is larger than necessary and would attract trade away from Crouch End 3. The -11% impact on convenience trade would cause significant harm to Crouch End independent traders 4. The -11% impact on convenience trade would result in business closures and jobs losses 	Retail study shows capacity for displaced convenience trade. Other forms of shopping would not be affect to the same degree (e.g. comparison shopping). Officers consider the size of the foodstore is appropriate.
	MEMBERS		
	Cllr Reid	1. Impact on local community infrastructure	1. Education contribution sought. Impact on GP and

No.	Stakeholder	Question/Comment	Response
		<ol style="list-style-type: none"> 2. Hornsey Baths buildings should be retained 3. The design should include crime deterring features 4. Traffic impact needs to be carefully considered – local streets are already congested, esp. Hillfield Avenue 5. Scale and mass would harm amenity and privacy 6. Loss of view towards Alexandra Palace 7. Free parking scheme must be integrated into other businesses 8. There are existing drainage problems 	<p>dentists is minor</p> <ol style="list-style-type: none"> 2. Baths frontage is retained 3. Design developed in consultation with Police 4. Scope of transport assessment is comprehensive and agreed with TfL 5. Massing and orientation causes little harm to light, outlook and privacy 6. A new view is provided 7. Parking scheme will allow shopper to visit High Street 8. Surface water drainage will be improved
	<p>Hornsey Ward Councillors Gorrie, Reid and Whyte</p>	<ol style="list-style-type: none"> 1. The site has been derelict for far too long. Development is welcomed but should be to the detriment of the lives and livelihood of local residents and businesses 2. The foodstore should not cause existing shops to suffer 3. Why is a foodstore of this size required? 4. Free parking is welcomed but should be reviewed in time 5. Clear signage should be provided 6. Sainsbury's should participate in Hornsey Trader's Association 7. Contribution toward town centre manager should be sought 8. Businesses affected during construction should be compensated 9. Miles road and Moselle Close will be overshadowed and overlooked 10. Building should not be 7 storeys on Miles Road or Moselle Close but 2-storeys 11. 7-storeys on Cross Lane is too high, causing overshadowing 12. The carpark should not be included in the density calculation 13. Scheme has poor quality housing and too few family dwellings 14. The housing Registered Provider is not known 15. Proper management controls should be put in for local streets, 	<ol style="list-style-type: none"> 1. Noted 2. There is additional capacity for convenience retail 3. Size of store require to act as anchor 4. Noted 5. Signage strategy secured by condition 6. Noted 7. Due to financial viability, s106 contributions are being focussed towards other priorities (e.g. education, transport) 8. Construction logistic will be subject to approval to minimise impact 9. No private amenity areas will overlooked. Shadow impact found to be minor 10. Buildings are 5 storeys on Miles Road and Moselle Close. Taller development considered acceptable 11. Cross Lane is primarily commercial and industrial. It is lower towards residents on the junction 12. Density calculations consider both inclusion and exclusion of car park 13. Housing meets London standards and dwelling mix enables high affordable housing offer

No.	Stakeholder	Question/Comment	Response
		<p>including Hillfield Road</p> <ol style="list-style-type: none"> 16. Robustness of transport assessment is questioned 17. New residents park on local streets. Funding should be sought for CPZ 18. Contractor parking should be controlled during construction period 19. The development will impact on local infrastructure 20. Environment Agency concerns must be addressed 21. In respect of employment, 'local' is defined as three miles. This is too restrictive 22. The development will block views of Alexandra palace 	<ol style="list-style-type: none"> 14. This will be secured at a later date 15. Highway impact mitigate measures are proposed 16. Transport assessment has been reviewed independently 17. CPZ contribution sought 18. Construction deliveries will be subject approval 19. Contribution sought towards school places. Impact on health is minor 20. EA have issued conditions 21. Local is defined as Haringey in s106 22. A new view will be created
	<p>Lynne Featherstone MP</p>	<ol style="list-style-type: none"> 1. In full agreement with view of Ward Councillors Gorrie, Reid and Whyte 2. Free parking will draw trade away from other town centres such as Crouch End 3. Increased population will have impact on health and education services 4. New River Village has experienced problems maintenance problems 5. The historic frontage of the Baths building should be retained 	<ol style="list-style-type: none"> 1. Noted 2. Retail study shows capacity for displaced convenience trade 3. Contribution sought towards school places. Impact on health is minor 4. This is a management issue 5. Entrance is retained
	<p>Cllr Winskill (Crouch End)</p>	<ol style="list-style-type: none"> 1. Crouch End Traders were not consulted in the first instance 2. Will harm vitality, viability and sustainability of Crouch End shopping centre 3. Displacement of convenience retail (-11%) will have significant impact 4. Foodstore is too large 5. Free parking will draw custom away from Crouch End. Only disabled parking should be provided 6. Need for regeneration oh Hornsey high Street acknowledged 	<ol style="list-style-type: none"> 1. 4,000 letters were sent and scheme was advertised locally 2. Retail study shows there is capacity for displaced convenience trade 3. Impact is considered acceptable given existing overtrading 4. Foodstore size required to act as anchor 5. See (2) above 6. Noted

No.	Stakeholder	Question/Comment	Response
	RESIDENTS		
	<p>81 objections Including: Objection from Hornsey Action Group, Haringey Cycling Campaign</p> <p>Petition with 19 signatures from Residents of Moselle Close and Miles Road</p>	<p>Amount of Development</p> <ol style="list-style-type: none"> 1. Excessive development 2. Density is too high, carpark should be removed from density calculations <p>Residential Development</p> <ol style="list-style-type: none"> 3. Poor dwelling mix, insufficient larger units 4. Affordable housing should be better spread throughout the site 5. Insufficient playspace provided. Sufficient play areas should be provided to children in the development 6. Financial contributions should be sought for an existing holiday scheme run by Circle 33 <p>Retail development</p> <ol style="list-style-type: none"> 7. No need for foodstore, will harm local businesses and nearby town centres. The foodstore is too large. 8. Benefit of free parking questioned <p>Design</p> <ol style="list-style-type: none"> 9. Site is not appropriate for tall development 10. No studies have been undertaken to assess suitability of tall buildings in this area 11. Height has particular impact on Miles Road and Moselle Close 	<ol style="list-style-type: none"> 1. Development accords with HH Framework 2. Density accords with HH framework, even accounting for carpark 3. Dwelling mix enables high affordable housing offer 4. Pepper-potting is not practical management wise 5. Playspace meets London Plan standards 6. Limited S106 focussed on other priorities (e.g. education, transport) 7. Capacity found for foodstore of this size 8. Parking will allow for linked shopping trips 9. Height and massing considered appropriate to planning brief and area 10. Development has been designed with regard to context 11. Height steps down toward Moselle Close and Miles Road 12. Site is underdeveloped and there will be some impact on view but it is not harmful 13. New view of Alexandra palace created 14. Massing and materials are considered acceptable 15. Design responds to local context while delivering high density development 16. Car park will have high quality landscaping and treatment

No.	Stakeholder	Question/Comment	Response
		<p>12. Will spoil view from New River Village</p> <p>13. Will spoil view of Alexandra Palace</p> <p>14. 'Bland' massing and design</p> <p>15. Not in keeping with local character, inappropriate massing for local area,</p> <p>16. Open air car park is a poor design feature, it should be out of sight, Carpark provides poor aspect for residential developments</p> <p>17. Lack of green space on residential street frontages, esp Quadrangle building</p> <p>18. Little information on landscaping and public realm</p> <p>Conservation</p> <p>19. Harmful to character and scale of High Street Conservation Area and adjacent Hornsey Water Works and Filters Beds CA</p> <p>20. High Street frontage should be sympathetic to Conservation Area</p> <p>21. Access road to High Street results in harmful gap in frontage, Views toward Alexandra Palace should be preserved. The access road is too wide</p> <p>22. The Baths building is an important historic building and should be preserved/the frontage should be preserved</p> <p>23. Will harm setting of Great Northern Railway Tavern</p> <p>Transport and Traffic</p> <p>24. Submitted traffic assessment is incorrect</p> <p>25. Excessive surface parking, only disabled parking should be provided</p> <p>26. Focus should be on calming streets and improving pedestrian and public transport experience in town centre</p>	<p>17. Soft landscaping provided in public realm</p> <p>18. Detailed landscape strategy has been submitted</p> <p>19. Impact is considered minor/neutral and outweighed by regeneration benefits of the scheme</p> <p>20. High Street building considered acceptable</p> <p>21. Gap is minimum width to be function but also provides view to Alexandra palace</p> <p>22. The baths entrance is retained</p> <p>23. Tavern will remain prominent on High Street</p> <p>24. Transport assessment has been independently reviewed.</p> <p>25. Parking will draw custom to High Street</p> <p>26. Pedestrian environment and bus stop accessibility will be improved</p> <p>27. Trip generation impact considered acceptable</p> <p>28. Scheme will be car capped CPZ investigated</p> <p>29. Free parking will support high street</p> <p>30. Not considered necessary</p> <p>31. Supplemental assessment submitted</p> <p>32. Pedestrian improvements will be sought</p> <p>33. Improved linkages considered desirable</p> <p>34. Parking complies with Haringey standards</p> <p>35. Transport assessment is comprehensive</p> <p>36. No change to bus routes found necessary</p> <p>37. Proposed access arrangements considered acceptable</p> <p>38. Cycle improvements sought in s106</p> <p>39. Cycle parking details sought in condition</p>

No.	Stakeholder	Question/Comment	Response
		<p>27. There is no capacity on local roads to accommodate the additional traffic, resulting in congestion</p> <p>28. There will parking overspill onto local streets</p> <p>29. Parking restrictions should be removed from the High Street to support local businesses</p> <p>30. Myddelton Road should be re-opened to through traffic</p> <p>31. Lack of information on impact on Hillfield Avenue, Hillfield Avenue cannot cope with additional traffic</p> <p>32. Additional traffic will increase danger to school children</p> <p>33. East/west pedestrian link would encourage traffic onto New River Avenue through New River Village</p> <p>34. Visitor parking should be provided</p> <p>35. Impact on pedestrian and public transport flows has not been assessed</p> <p>36. Bus routes should amended to route through the site</p> <p>37. Access should be via New River Avenue</p> <p>38. Improvement to cycle route LCN 7 should be required</p> <p>39. Cycle parking provision is still not clear</p> <p>Impact on amenity</p> <p>40. Loss of light to surrounding properties, esp. Moselle Close and Miles Road</p> <p>41. Loss of outlook to surrounding properties</p> <p>42. Overlooking to surrounding properties</p> <p>43. Disturbance from construction and construction traffic</p> <p>Ecology</p> <p>44. Loss of habitat for Black Redstarts and brown roofs is inadequate mitigation</p>	<p>40. Impact on light considered minor</p> <p>41. Impact on outlook considered minor but site is undeveloped and there will be an impact</p> <p>42. Arrangement and orientation avoid overlooking</p> <p>43. Construction impacts subject management plan, to be approved</p> <p>44. Brown roofs tripled and bird boxes to be provided</p> <p>45. Education contribution sought, impact ton GPs considered minor</p> <p>46. Proposed land uses are considered acceptable having regard to planning brief</p> <p>47. Recycling centre to be re-provided in Western Road, N22</p> <p>48. This is a management issue</p> <p>49. S106 money limited by financial viability, money prioritised to other needs (education, transport etc)</p> <p>50. Not required at planning stage</p>

No.	Stakeholder	Question/Comment	Response
		<p>Impact on local infrastructure</p> <p>45. Harm to local schools, doctors' surgeries etc 46. No community facilities included in scheme 47. Loss of recycling centre</p> <p>Ongoing Management</p> <p>48. New River Village suffers from ongoing issues, the same will happen with this development</p> <p>Contributions</p> <p>49. Money should go to maintaining and improving Priory Park</p> <p>Party Wall matters</p> <p>50. Little information received from developers</p>	
	<p>6 expressions of support</p>	<p>Will bring investment, jobs, housing and facilities to Hornsey High Street</p>	<p>Noted.</p>
	<p>Development Management Forums</p> <p>Held 26th and 27th November at Greig City Academy</p>	<p>See Appendix 2</p>	

Attendees: 103 residents, members, local shopkeepers and community organisation reps.

Chaired by Emma Williamson, Head of DM on 26 November

Chaired by Ransford Stewart, AD Planning on 27 November

Also attended by Taylamay Makoon and Jeffrey Holt Haringey Planning on 26 and 27 November. By Derek Drew-Pearce, LB Haringey on 27 November.

Attended by representatives from St James, the architects, transport consultants and Sainsburys.

Summary

The key issues raised by attendees at the Forum meetings were:

Overdevelopment

- Size of supermarket 3,250 sq metres gross but Council's limit quoted in the document is 2,500 sq metre gross and therefore 30% more. Consequence of this in terms of design: height at 8 storeys, impact on conservation area and views and traffic
- Density of residential development means that no place to play, walk and lack of external open space
- Current scheme contains significantly more development than originally proposed as part of the New River Head development submitted in 1998 and need for a new access arises from the bulk of development now proposed and traffic problems. Trying to squeeze too much onto the site.
- Should store be reduced in size (similar to Muswell Hill store) with lower number of parking spaces
- Brought across Haringey Heartlands densities to this site – influenced by the fact that Haringey own a large part of the site
- Public transport accessibility level of 3 does not justify density proposed. Just because it is an intensification area it is not necessarily appropriate for tall buildings
- It will cause overshadowing

Affordable housing

- Supportive of provision of affordable housing which is much needed in the area given the high house prices

Traffic, parking and servicing

- Will generate through traffic East/West along Hornsey High Street and ramifications over a much wider area has not been properly considered and in particular impact on Hillfield Avenue
- Options for entry from existing roads to the site not properly considered rather than using the entry off the High Street. Scale of traffic junction onto Hornsey High Street replacing the baths – designed to maximise visibility for Sainsbury's – begs the question as to whether this is the right site for this size of Sainsbury's store
- 90 minutes parking insufficient to use other facilities in the High Street – need a minimum of three hours
- Controlled parking zone has had a big impact on Hornsey High Street
- Regular tailbacks in Hornsey High Street in the rush hour and this will be exacerbated by this development
- Parking insufficient for the scale of development – local streets already congested. Overspill on Cross Lane from New River Village already.
- Traffic generation and modelling – not convinced that it will not create congestion as has happened with the Green Lanes Sainsbury's
- How will they access from the High Street into the store be managed and will the route take them through the New River development?
- Current scheme will mean that Hillfield Avenue is used as a rat run – need a proper traffic management scheme – difficult to determine whether proposals are satisfactory when Sainsbury's are unable to give figures of the number of users of the store and the assumptions made in the traffic modelling
- Two hour controlled parking in Hillfield Avenue will be need to be changed to a residents parking scheme so that it is not used for parking overspill. Any changes need to be implemented before the scheme is developed
- Huge land take for articulated lorries/commercial entrance at expense of retention of the Hornsey Baths facade
- Car park not pedestrian friendly – will not park there and walk up the High Street. Will increase traffic on streets and make it even more difficult to cross
- Have the residents of Myddleton Road and Campsbourne been consulted on the access to the site
- Concerns on impact on Hillfield Avenue. When Midde Lane was closed recently it was a big issue
- When will deliveries from large lorries be and where will they access the site from, what will be the noise impact
- Will the parking be sold separately to the flats
- Why are there three lanes at the entrance
- New River Avenue was intended as the access in to the supermarket when New River Village planning permission was granted. Why not doing that now as means Baths building has to be demolished and view of Alexandra Palace lost

- What is proposed on the High Street around the new junction. Will the pay and display parking be replaced
- The site is not very pedestrian friendly- there needs to be signposting on the site of the route to the high street

Need for a retail store/impact on High Street

- Impact on local retail businesses in Hornsey High Street – proposed development will not encourage increased footfall in the area
- Retail impact of a new Sainsbury's store on Muswell Hill and Crouch End stores, how robust has the retail impact assessment been
- Reduction in convenience shopping for Crouch End, Muswell Hill and Hornsey High Street shown in the retail impact statement – means a large number of people not visiting Crouch End and impact on smaller shops in these centres. A smaller store would create attract increased footfall to the High Street - should be on an appropriate scale for Hornsey
- Proposed development will drain custom from the local shops – will sell convenience goods e.g electrical, house plants/flowers which will take business away. Products for sale should be restricted so as not to encroach on the local businesses
- How far will the impact of the store stretch
- Need for Council to obtain some independent analysis of the long term impact on Crouch End and Muswell Hill
- Want an independent retailer on the unit fronting the high street at low rent
- Store is too big
- Asked for increased footfall to be quantified
- There is a greater need for affordable housing than for a food store

Drainage

- Are there going to be revised drawings to take account of the Environment Agency objections?
- Moving the culvert has not been adequately addressed

Design

- Massing of residential over the Sainsbury's store going up to 8 storeys and relationship of 7 storey building at the rear with Cross Lane – hidden gem would be destroyed by this development

Public space

- Lack of play spaces – need indoor and outdoor facilities for 5-13 year olds in particular

Lack of community infrastructure

- No nurseries/childcare provision, community centres, GP surgery/pharmacy etc included in the scheme
- Local amenities/resources need to be provided for future residents e.g school places (St Mary's), dentists. Has any consultation been undertaken with local schools?
- Not enough play space

S106

- How many jobs will be provided for local people?
- Contributions should be spent locally
- Has 106 been spend locally in the past?

Impact on surroundings and conservation area

- Loss of facade of Hornsey Baths from the High Street – moving of only middle part of the facade is insufficient. Should take inspiration from what has been achieved in Europe e.g Amsterdam and should be relooked at; bigger concession there would be an astute move from the developers in terms of gaining support from the local community. Suggested that facade could be moved 5 metres to allow retention and still provide an entrance to the site from Hornsey High Street
- Impact on distinctive Conservation Area of Hornsey High Street – development will overshadow the three storey development on Hornsey High Street, set back is currently a token gesture.
- More than one way to keep the facade of the baths – would prefer to see this retained rather than new shop unit in the high street and this could be used as part of the entrance
- Heritage statement concentrates purely on the Hornsey Baths and whether it is worthy of retention and does not assess the effect of the development on the grain and character and scale of the conservation area as a whole and the Victorian/Georgian pattern. Scheme does not preserve or enhance the Conservation Area. Overall assessment in the statement is poor
- Council should not be agreeing to the moving of the facade of the Baths – should be incorporated into the development
- Impact on the view from the High Street to Alexandra Palace has not been properly considered
- Impact on the size of entrance on the conservation area

Impact on adjoining occupiers

- Loss of light to properties in Moselle Place

Others

- Two thirds of site owned by the Council – should use their leverage in the name of the local residents
- The Council has a conflict of interest as it owns the site and has an obligation to get 'best value' for it and it is the local planning authority
- History of the site needs to be carefully set out in the report to Committee and taken into account before a decision is made
- Are there any proposals for a click and collect service to be provided in the store
- What is the deadline for comments on the scheme?
- When will the application be going to Committee and will there be time for representations?
- When does the 21 day period close?
- Concerns about construction impact given impact of New River Village construction.
- Concerns about quality of finish of New River Village Development itself and public realm and drainage issues and these are the same developers
- Times of construction works and potential for a helpline number. Concern that construction time has been compressed and will therefore require longer working hours
- Wants a rethink of the scheme
- Will this development provide more than the minimum with regard to sustainability
- Will there be smaller scale recycling facilities in the car park
- Do St James have a social housing partner yet, do Haringey have a say in that. Will Circle 33 be discounted given issues previously
- What is the price of the underground car park
- What measures are there to increase biodiversity
- This development is an opportunity for this run down area

27 November

Access to parking for residents of the new building? Coming through New river village- access for affordable housing? Have the residents of Myddleton Road been consulted- enter off Myles Road via Campsbourne Road.

Have the residents of Campsbourne been told there will be a greater level of traffic in Campsbourne- yes

How is car parking going to be allocated- is there a fee charged? Yes will be sold for private development separate to the flats

Affordable housing parking be handed over to HA

? need for foodstore especially one so large. Not the largest store. Need is derived from policy through the years. Planning decisions led to this. Serve main food shopping need and mainly convenience. Not as big as Green Lanes store. Survey finds main food shopping going out of the area.

How far is it going out of the area? – fringes and further beyond

Isn't there more of a need for affordable housing than a new superstore.- mixed use development doesn't mean that

Traffic on Hillfield Avenue- concerns on entrance to Sainsburys opposite Hillfield Avenue- how the traffic is directed. When Middle Lane was closed recently there was a big issue. Needs to be considered. Divider on High Street- needs to be made only 1 way on Hillfield Avenue.

New 3 lane junction onto the High Street- what is happening on the High Street around the junction. Loss of pay and display parking. Details being drawn up.

Site not very pedestrian friendly- how get to high street- needs signposting. Not enough play space particularly Myddelton House.

Impact on Doctors Surgery and School Places. Want 106 spent locally.

Has 106 development money been spent in the past in local areas rather than in the rest of the borough.

Why are there three lanes at the entrance- 1 in and 2 out.

Council has a conflict of interest in this development- best value and they are also the deciding planning authority.

New River Avenue was intended route into Supermarket in 2000 planning application but now going through Baths Building and destroys the view to Alexandra Palace.

PTAL of 3 doesn't justify density proposed. Not necessarily appropriate for tall buildings as in intensification area.

Worry about standard of living accommodation given quality at New River Village.

See this proposal as an opportunity as area is run down. Wants info on D1 element as interested

Overshadowing and not consulted onto high street. Length of time for construction.

Worried that construction time now compressed from 5- 3 years and times of construction- always going to be 3 years. Times will be regulated.

Had to increase height of development across site to reduce tower- balance.

Not feel has acceptable impact on conservation area due to loss of baths building.
Suggest independent businesses at low rent for retail unit on high street.

APPENDIX 3 - LBH Conservation and Design Comments

CONSERVATION COMMENTS

Application Ref: HGY/2013/2019

Location: Hornsey Reuse and Recycling Centre High Street N8 7QB

Proposal: Demolition of existing structures and buildings and redevelopment of the site to provide a mixed-use development comprising approximately 3,250sqm (GIA) foodstore (A1 use) and 114 space surface level car parking for the foodstore; 438 residential units including affordable housing and ancillary residential gym, approximately 356sqm (GIA) unit on Hornsey High Street (flexible A1, A2 (including a temporary marketing suite), or D1 use); two live/work units fronting onto Cross Lane; together with private amenity space and new public realm, including publicly accessible routes through the site; an energy centre; 178 car parking spaces for the residential use (within a basement and undercroft); cycle parking; refuse storage; recycling centre in the foodstore car park; access; and other infrastructure work.

Officer: Jeffrey Holt

BACKGROUND: This is a large site located to the north of Hornsey High Street (A504), Haringey. The site is within the Haringey Heartlands Development Framework. The southern part of the site is within the 'Hornsey High Street' Conservation Area.

The London Plan identifies 'Haringey Heartlands / Wood Green' as an 'Area for Intensification'. As a result, the Council adopted the Haringey Heartlands Development Framework in April 2005. This site is located within the Western Utilities section of The framework. The key points of the Development Framework that relate to this section are:

- Creation of sustainable neighbourhood with range and mix of housing, employment and community facilities.
- Provision of a single main vehicular and service access via Waterworks site.
- Protection of residential areas to North from through traffic.
- Development of medium sized food store on High Street on Hornsey Depot Site.
- Creation of a new linear park linking the High Street to Alexandra Park and improvements to New River Walk/Penstock Path and Moselle Brook.
- Development of physical and economic links between the east and west of Haringey.
- Build on and extend the existing movement network in the area including pedestrian and cycle routes.
- Improved community facilities such as provision for primary healthcare and improved school provision.

In relation to Hornsey High Street, the document further states that:

- Development should enhance local heritage and the appearance and setting of Historic Buildings and the Conservation Area.
- An extended retail and leisure offer will be encouraged to support the town centre function of Hornsey High Street.
- Physical and environmental improvements will be sought in the Cross Lane Area.
- Environmental improvements and improved linkages developed between the Campsbourne Housing Estate and the High Street.
- Provision of improved pedestrian and cycle linkages.
- Improvements to image and environment of Hornsey Station.
- Regeneration of poor quality, redundant and decayed buildings.
- Enhancement of the High Street frontage.

This application is in response to the above and has been submitted following rigorous consultation with the Council as well as members of public and other external organisations.

Assessment of Significance (by the Council's Conservation Officer): The site is located to the north of Hornsey High Street Conservation Area and Hillfield Conservation Area. The High Street section of the site is included within the conservation area and is occupied by a single storey 1930s public bath building, proposed to be demolished.

Designated Heritage Assets:

The Hornsey High Street Conservation Area is a narrow ribbon encompassing the buildings fronting both sides of the High Street on the site of the historic Hornsey Village. The area retains a number of interesting features, most importantly the site and tower of the medieval Parish Church of St Mary's (listed at grade II*) within its churchyard. At its eastern end the small former village green on the north side of the street, surrounded by impressive 18th and 19th Century listed buildings and mature trees, adds to the rural atmosphere that harks back to the historic village character that is further enhanced by the Rectory Gardens at the west end.

Hornsey High Street has an almost continuous built-up frontage on both sides of groups of three storey properties that restrict views to the north or south. The notable exception is the view of Alexandra Palace over the top of the single storey former Public Baths building that is readily available from the south side of the Hornsey High Street near the junction with Hillside Avenue. Views to the east and west along Hornsey High Street are focussed on the open spaces at each end, the former village green on the high ground to the east and Rectory Gardens and Priory Park to the west of the conservation area. The Grade II* listed medieval tower of St Mary's Parish Church is a local landmark that, when open to the public, offers views in all directions from the top.

To the south, the site faces directly on to the Hillfield Conservation Area, made up of Hillfield Avenue and its subsidiary Harold Road. This is a late Victorian and Edwardian development located on a hill immediately south of the central part of Hornsey village. The area was developed over a period of less than 10 years between 1894 and 1904 as a single phase of building, of which 138 of the houses in Hillfield Avenue and several in Harold Road were designed by the local architect and surveyor,

John Farrer. This has resulted in the area having a considerable consistency of character and appearance which is an integral part of the significance of the area.

Hillfield Avenue curves and turns as it rises to reduce the gradient and in so doing creates a picturesque streetscape, revealing the buildings at the top and important vistas out of the conservation area. There are long views to the north along Hillfield Avenue towards Hornsey High Street. At the junction of Hillfield Avenue and High Street, views towards Alexandra Palace open up over the single storey public bath buildings.

Non-designated heritage assets:

Hornsey Public Bath and washhouses (1930s) occupy a wide plot on the High Street and have a long single storey brick frontage with Portland Stone dressings. There are two further blocks placed immediately behind the front block, which are staggered in height giving the building a stepped appearance. This is also reflected in the principal elevation, the parapet of which rises above the central three bays and in the centres of the flanking sections. These bays also advance slightly, the central bay projecting even further; the latter bay contains the arched doorway which is crowned with a stone plaque bearing the arms of the Borough of Hornsey. Many internal features are now lost.

A listing request in 2007 led English Heritage to examine the building to list it. The findings however showed that the Hornsey Public Baths and Washhouses did not have enough architectural interest in a national context. However, English Heritage noted that the buildings were 'of clear local interest in that they displayed the former Borough's arms which contributes to the community identity of Hornsey as a former parish and municipal borough.' It was also noted that the buildings being adjacent to the locally listed parish rooms of the late C19 and near the listed tower of the former parish church formed an attractive municipal group. The assessment went on to state that 'the historic function of the building survives in local social memory and the frontage is an attractive example of 1930s design which make a positive contribution to the character of the conservation area.'

Thus it can be concluded that the building is of local interest and make a positive contribution to the conservation area.

To the west of the High Street, No 31 is a locally listed building within the Hornsey High Street Conservation Area. Now known as Turkish Mosque, this building is a prominent red brick three storey property. The hall dates from 1888 and was designed by the architect John Ferrer. A memorial stone at ground floor level reveals the former status of the hall: "*Hornsey National Hall and Constitutional Club*". The building has large timber and replacement steel windows set within decorated hood moulds and a prominent red painted entrance set within a square bay. The recessed section of the frontage is set back behind the original white painted cast iron railings. This building along with the Baths on the High Street frontage form an attractive group within the area.

COMMENTS:

Assessment of Heritage Significance and impact of new development (by the Applicant): It is felt that the applicant's assessment of the heritage significance of the various assets as contained within

the Heritage Statement and the Archaeology and Cultural Heritage Chapter of the ES could have been more comprehensive.

The overall criterion for assessing significance of the heritage assets and the subsequent analysis of the impact of the development states that the development would only have a minor negative and temporary impact on the designated and non-designated assets. For example, paragraph 7.5.12 of the Cultural Heritage Chapter in the ES states that the change in the setting of the Horney High Street would be temporary and would have minor negative significance. It is considered, however, that the scale of the proposed development it would have a significant permanent affect on the setting of the conservation area. Similarly, the demolition of the baths would also lead to the total loss of a non-designated heritage asset, which at present contributes positively to the conservation area.

Principle of demolition: The development forms part of a wider regeneration of the site providing several new homes to the borough and a retail unit to facilitate the High Street activities. Whilst regrettable, given their present condition, the retention and reuse of the bath buildings would be difficult and impractical. Thus their demolition, necessitated by the development would be acceptable in this instance. A minimum of Level 3 recording as per English Heritage's guidance to 'Understanding Historic Buildings: A guide to good recording practice' should be submitted prior to works on site and should be conditioned accordingly.

Retention of the bay containing the arched doorway and crest: The principle of this retention is welcomed. Whilst in conservation terms it is not ideal to relocate a salvaged architectural feature, it successfully disguises what could be an unattractive elevation of the substation. It is, therefore, acceptable only in this instance.

New Development: The various aspects of the proposed development are as discussed below:

Layout: The development would involve creation of a new access road off the High Street. This would act as the main route for delivery vehicles for the retail use as well as the residential users. To facilitate the permeability of the site, the scheme proposes further residential vehicular access from Myddleton Road, Cross Lane and Miles Road/Mosselle Close. This creates four separate quadrants through the site.

The larger blocks, Moselle quadrangle and Hornsey Gardens, are placed at the northwest and southeast of the quadrant with the smaller blocks placed at northeast and southwest. A large car park would be created at street level opposite the Horney Gardens West elevation. The landscaped areas would be contained within the larger blocks as amenity spaces for the residential users. A small retail unit with flats above would also be built at the southern end of the site, along the High Street frontage.

From a conservation point of view, it is felt that the development along the High Street and to its rear, including the car park, would have a considerable impact on the designated and non designated heritage assets. Along High Street, the creation of the new access is considered to be wider than preferable and would result in a visual break in an otherwise tightly developed continuous street frontage. Views of the less attractive rear elevations of buildings to the west of the High Street would also be opened from the back of the car park, into the conservation area. In

addition, the wide access would facilitate views from the High Street into the open frontage of the supermarket and the large car park opposite to it. These views would be commercial and urban in character, in contrast with the more suburban and rural appearance of the conservation area accentuated, by the Village Green to the east and Rectory Park to the west. This would be considered detrimental to the overall character and streetscene of the conservation area.

However, it is argued, that given the potential of this site, any reasonable form of development would have an impact on the suburban character of the conservation area. Additionally, the opening would improve the setting of the locally listed mosque which would contribute to the appearance of the conservation area. It is, therefore, acceptable in this instance.

At present, there are views of Alexandra Palace from the High Street and Hillfield Avenue over and above the existing public bath. This also creates a vista point at the intersection of these two streets. As noted previously, this forms a very important part of the character of the conservation area. In addition, the demolition of the baths and the new block along the High Street would also preclude part of the long distance views of Alexandra Palace from both Hornsey High Street and Hillfield Avenue.

It is felt, however, that the availability of this view was purely accidental, from over and above the public bath buildings that are single storey in height. It is presumed, that the original street frontage would have had similar three storey buildings as is characteristic of the High Street and this view would not have been an original view within the conservation area. Notwithstanding this, it is regrettable that the proposed development would necessitate the loss of this view. However, the layout of the blocks is such that the west elevation of Hornsey Gardens and Hillfield Avenue have a staggered visual link, which would still permit some views of the Palace from between the gap on High Street. Thus, this important aspect of the conservation area would be partly preserved.

Scale and massing: The Haringey Heartland Development Framework established this area for potential high density residential development. The supermarket's requirement of a large car park has necessitated the density of the development to be concentrated to the sides of the quadrant in high residential blocks. Whilst the height of the block referred to as Hornsey Gardens is staggered to distribute its overall bulk and massing towards New River Avenue, the height at eight storeys is still considered significant and will be visible from long distance views from within the conservation areas (see verified view location 2). Views from the High Street and Hillfield Avenue would be also dominated by the high rise blocks. As such the scale of the blocks would not relate to the domestic scale of the High Street and the surrounding conservation areas. However, given the high density identified for this site, any reasonable form of development would have had a similar impact and a balanced judgment ought to be made regarding the relative impact of the proposed development.

The proposed three storey block along High Street appears taller than the buildings to its east. Whilst not ideal, the building would act as the 'bookend' to the street frontage, the listed Great Northern Railway Tavern being on the eastern end of the same parade.

Design: The overall design appears to what is being popularly referred to as 'New London Vernacular' consisting of plain rectangular façades broken only by use of materials and fenestration. Given the established local details of materials within the conservation areas, i.e bricks, tiles and

rendering, the proposed development would not be considered out of character and would be acceptable.

Along the Hornsey Gardens elevation, the long horizontal facade has been broken by the use of the materials creating a rhythm similar to Hillfield Avenue, albeit much higher in scale. This continuation of the rhythm somewhat mitigates the impact of the development and ties the high density contemporary development with the traditional terraces along Hillfield Avenue. This aspect of the proposal has some merit that could potentially make a contribution to the conservation area.

The proposed three storey block on High Street is considered to be a contemporary take on the more vernacular style of architecture, following the shop frontage of the existing parade. As such, there are no objections to the same.

Landscape: Most of the landscaped areas would be within the built up blocks of the site and would not be visible from the High Street. As such the landscaped setting of the conservation area would not be directly enhanced. However, the landscaping of the car park with trees and quality paving materials would mitigate much of the impact of the harsh nature of the proposed development. The landscaping to the access road would also help to mitigate the development's impact on the locally listed Mosque and the wider conservation area.

CONCLUSION:

Paragraph 133 of the National Planning Policy Framework states that 'Where proposed development will lead to substantial harm to total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.'

Paragraph 135 of the same also states that 'The effect of an application on the significance of a non-designation heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage asses, a balance judgement will be required having regard to the scale of any harm or loss of the significance of the heritage asset'.

It is felt that the Applicant's assessment of the significance of the heritage asset and the impact on the development could have been more thorough. Notwithstanding this, the contribution of the Hornsey Public Baths is limited by the redundancy of the buildings and the lost interiors. Thus, given the much wider regeneration of the site, the loss of significance caused due to their total demolition would not outweigh the public benefits of the proposed development. It is, therefore, acceptable in this instance.

The new development, especially Hornsey Gardens and the High Street block would have an impact on the setting of the conservation area and other designated and non-designated heritage assets. The large car park and the wide access road, creating views of the 8 storey block and the retail unit are not in character with the conservation area. The overall scale of the development would be dominant and affect the setting of the conservation area. However, the 'new vernacular' design, the quality of materials, the rhythm of the façades and the landscaping would mitigate this impact and add a distinctive contemporary dimension to the character and appearance of the conservation area.

Overall, on balance the greater merits of the development from a regeneration point of view, providing significant housing numbers, permeable circulation network and a contemporary architectural language outweigh the loss of significance due to the demolition of the Baths and the impact on the setting of the conservation area and other designated and non designated assets

CONDITIONS:

No demolition works should be undertaken unless an a minimum of Level 3 recording of the Hornsey Public Bath buildings as per English Heritage's guidance to 'Understanding Historic Buildings: A guide to good recording practice' should be submitted and agreed to with the Council and English Heritage.

Details of all materials including fenestration, bricks, mortar joints and type should be submitted to the Council for further approval.

Nairita Chakraborty

Conservation Officer

10th January 2014