

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>1. APPLICATION DETAILS</b>	
<b>Reference No:</b> HGY/2014/1619	<b>Ward:</b> Crouch End
<p><b>Address:</b> 35-39 The Broadway N8 8DU</p> <p><b>Proposal:</b> Construction of 3 residential apartments on the roof of 35-39 The Broadway, comprising 2 x two bed flats and 1 x two bed + study flat, with amenity spaces</p> <p><b>Applicant:</b> Mr George Georgallis Newbrook Properties Ltd</p> <p><b>Ownership:</b> Private</p> <p><b>Case Officer Contact:</b> Robbie McNaugher</p> <p><b>Site Visit Date:</b> 16/06/2014</p>	
<p><b>Date received:</b> 05/06/2014 <b>Last amended date:</b> NA</p> <p><b>Drawing number of plans:</b> PL/100, 110 B, 200, 210, 211 Rev D, 213, 214, 215, 216, 217 S/P 01</p>	
<p><b>1.1</b> This application is reported to the Committee following a request from Councillors Arthur and Doron.</p>	
<p><b>1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION</b></p> <p>Policy SP10 encourages housing development in town centres, providing it complements the essential retail element within the centre, therefore the proposal is acceptable in principle.</p> <p>The proposed design is considered to be a high quality which will preserve and enhance the Crouch End Conservation Area and will not be detrimental to the setting of the Listed Clock Tower.</p> <p>The development would provide a good standard of accommodation for future residents, cause no significant harm to residential amenity and meets the required standards for sustainability. The impact on traffic and parking will be mitigated by conditions and S106 agreement requiring the development to be 'car free'.</p> <p>The Council has consulted widely and responses were taken into account by officers. The detailed assessments outlined in this report demonstrate that there is strong planning policy support for this proposal 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.</p>	

## 2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives and subject to a sec. 106 Legal Agreement

(2) That the section 106 legal agreement referred to in the resolution above is to be completed no later than 6th October 2014 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

(3) That, following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted subject to the attachment of the following conditions:

### Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Construction Management Plan (dust etc.)
- 5) Considerate Constructors
- 6) Construction Management Plan
- 7) Green Roof
- 8) Combustion and Energy Plant
- 9) Code for sustainable homes

### Informatives

- 1) CIL liable
- 2) Hours of construction
- 3) Party Wall Act
- 4) Land ownership
- 5) Thames Water
- 6) Naming and numbering
- 7) Building Control
- 8) Sprinkler systems
- 9) Green roof

(4) That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons;

- i. That in the absence of an amendment to the Traffic Management Order to ensure the development is 'car free' and membership of a local Car Club the proposed development would have an unacceptable impact on parking which would restrict the free flow of traffic in the area and would be contrary to Local Plan Policy SP7

5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Section 106 Heads of Terms:

- 1) The residential units are defined as “car free”.
- 2) A contribution of £1000 towards the amendment of the Traffic Management Order.
- 3) Two years free membership to a local Car Club for residents.

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

<b>TABLE OF CONTENTS</b>	
3.0	PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4.0	CONSULTATION RESPONSE
5.0	LOCAL REPRESENTATIONS
6.0	CONSULTATION
7.0	MATERIAL PLANNING CONSIDERATIONS
8.0	RECOMMENDATION
9.0	APPENDICES: Appendix 1: Consultation Responses Appendix 2 : Plans and images Appendix 3 : Floor space standards

## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

This is an application for the construction of 3 residential apartments on the roof of 35-39 The Broadway, comprising 2 x two bed flats and 1 x two bed + study flat, with amenity spaces. The extension takes the form of a single storey glazed structure with coloured glass panels and an aluminium fascia. There would be 2 terraced areas to the rear and terraces along the front of the building.

### **3.2 Site and Surroundings**

The site is located on a prominent corner within Crouch End Conservation Area and consists of a 3 storey 1950s building previously occupied by Woolworths and now Waitrose with other ground floor retail and residential above. The Broadway itself is characterised by 3 storey terraces with retail on the ground floor and flats above. The site is adjacent to the grade II listed Hornsey Clock Tower and the grade II\* listed Hornsey Town Hall and the grade II listed annexe buildings are a short distance to the south of the site.

### **3.3 Relevant Planning and Enforcement history**

OLD/1952/0062 GTD 22-10-52 Rebuilding bombed shop premises.

OLD/1956/0067 GTD 01-03-56 Redevelopment of site by erection of shops and offices over.

HGY/1998/0348 GTD 30-06-98 35-39 The Broadway London Conversion of second floor (top Flat) from office use (B1) to 8 x 1 bedroomed self contained flats and associated alterations.

HGY/1999/0201 GTD 20-04-99 Woolworths Plc 35-39 The Broadway London Erection of new lift shaft behind existing stairwell. Re use of boiler rooms as lift lobby, motor room and refuse store.

HGY/2000/0053 GTD 18-04-00 21-35 The Broadway London Erection of third floor extension to provide additional two bedflats to those approved by application HGY 57204.

HGY/2008/2287 GTD 20-01-09 Erection of 1 x 2 bed flat to the roof level.

HGY/2009/1310 GTD 15-09-09 Conversion of first floor to residential comprising 2 x two bed flats and 1 x one bed flat.

HGY/2013/0065 WDN 28-05-2013 Erection of roof top addition to provide 3 residential apartments.

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

LBH Transportation  
LBH Conservation Officer  
LBH Building Control  
LBH Waste Management  
London Fire Brigade  
Thames Water  
Crouch End Residents Association  
Hornsey CAAC  
Ward Councillors

The following responses were received :

Internal:

1) LBH Conservation

By appearing contrasting in design, the new extension would preserve the existing building within the conservation area. The new extension's visibility is limited from the Hornsey Town Hall and the adjacent Annexe buildings and as such its impact on these buildings would be limited. It would, however, be visible within the setting of the listed Clock Tower. Again, the extension's elegant design would be considered to enhance its setting and would be acceptable in this instance. The proposal would enhance the character of the conservation area and would preserve the appearance of the existing building and would be acceptable. In context of the recent case on Barnwell Manor, the Council's duty to consider whether new development preserve or enhance the character of heritage assets has been emphasised. In this instance, it is felt that the proposed development would preserve as well as enhance the appearance of the heritage assets and provide wider benefits that would comply with existing legislation and policies. It is, therefore, acceptable.

2) Transportation

No objections subject to the imposition of the following S106 obligations and conditions:

S106 obligations:

1. The applicant/developer is required to enter into a Section106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

Reason: To militate against any parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.

2. The applicant/developer must offer all new residents of the proposed development two years free membership to a local Car Club. Evidence that each unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority.

Reason: To reduce the demand for parking, which in turn reduces congestion on the highways network.

Condition:

1. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Crouch End Broadway, Crouch Hall Road and the surrounding roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

3) Building Control

No objections.

4) Commercial Environmental Health (Pollution)

No objections subject to conditions relating to construction dust, Combustion and Energy Plant and green roofs.

5) Waste Management

This application advises existing doors to the bin chamber require widening. Access for the waste collection vehicle should be adequate to allow the vehicle to collect waste without the need to reverse.

External:

6) London Fire Authority

No objections.

7) Thames Water

No objection subject to informatives.

## 5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 1 site notice displayed in the vicinity of the site and 190 letters.

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

No of individual responses: 6

Objecting: 6

5.3 The issues raised in representations that are material to the determination of the application and are set out in Appendix 1 and addressed in the next section of this report, the main points are as follows:

- Design and impact on the Conservation Area
- Impact on neighbouring amenity
- Parking

5.4 The following issues raised are not material planning considerations:

- Procedural matters - The developers have conveniently ignored to show south side existing and proposed elevations and impact the proposals will have on existing developments on this side (Officer Comment: Amended plans have now been received showing all elevations).

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. The impact of the proposed development on the character and appearance of the conservation area and the Setting of the Listed Buildings
3. Layout and standard of accommodation
4. The impact on the amenity of adjoining occupiers
5. Parking and highway safety

### **6.2 Principle of the development**

6.2.1 The site lies within the Crouch End Town Centre, Local Plan (2012) Policy SP10 states that wherever possible, housing development will also be encouraged in the town centres, providing it complements the essential retail element within the centre, intensifying residential development in town centres can have positive benefits by reducing pressure for more residential areas and creating natural surveillance.

6.2.2 Therefore the principle of extending the building and provision of additional residential accommodation is acceptable subject to a high quality design which provides a good standard of accommodation for potential occupants and does not adversely impact on residential amenity, the Conservation Area, and the Setting of the Listed Buildings or have a significant impact on transport and highways.

### **6.3 Character and appearance of the conservation area and the Setting of the Listed Buildings**

6.3.1 Section 72 of the 1990 Town and Country Planning Act sets out that special attention should be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. The importance of properly discharging the duty conferred by these provisions and the need to pay particular attention to potential harm was recently underlined by the decision of the courts in the case of Barnwell Manor and subsequent decisions that rely on it.

- 6.3.2 Local Plan Policy SP11 'Design' states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place Planning Officer Delegated Report and identity. With regard to development within Conservation Areas, The London Plan 2011 Policy 7.8 'Heritage Assets and Archaeology' states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Similarly Local Plan Policy SP12 seeks to ensure the conservation of heritage assets, their setting, and the wider historic environment. Furthermore Saved UDP Policy CSV5 'alterations and extension in conservation areas' states that the Council will require that alterations or extensions to building in Conservation Areas preserve or enhance the character of the Conservation Area.
- 6.3.2 Concerns have been raised with regard to the design and the impact on the proposal on the Conservation Area including the Clock Tower and other buildings in the area. The Council's Conservation Officer has advised that given its location, the extension would be visible from the cross roads and from longer distance views within the conservation area and would be considered to have an impact on its character and appearance particularly on the adjacent Clock Tower.
- 6.3.3 The Crouch End Conservation Area Character Appraisal (2010) notes the importance of the clock tower (para 4.3) and the subject building in para 4.11:

*The two notable landmarks that contribute significantly to the identity of Crouch End Town Centre are the tower of the former Town Hall and the Clock Tower.*

*Nos. 35 to 39 (odd) on the south side of the junction with Crouch Hall Road were redeveloped in 1957 as a three storey Woolworths building with a stone clad projecting ground floor shopfront built in the corporate style of this period and 22 beige/pinkish brick upper floors with vertically proportioned two storey stone window surrounds. The ground floor has now been sympathetically converted to a Waitrose supermarket. The materials and elevational treatment of this building complement those of the listed buildings forming the town hall complex on the opposite side of The Broadway and make a positive contribution to this part of the conservation area.*

- 6.3.4 The Council's Conservation Officer has advised that from a conservation point of view, the proposed extension has been designed in an elegant contemporary style with the fenestration pattern relating well with the existing building. The contemporary style is in strong contrast to the existing building, yet respects its character and scale. The extensive use of glass reduces its bulk considerably creating a lighter addition. As such, the development would be considered to enhance the appearance of the conservation area and would ensure long term use of the existing site. By appearing contrasting in design, the new extension would also preserve the existing building within the conservation area. In addition, the new extension's visibility is restricted from the Hornsey Town Hall and the adjacent Annexe buildings and as such its impact on these buildings would be limited. It would, however, be visible within the setting of the listed Clock Tower. Again, the

extension's elegant design would be considered to enhance its setting and would be acceptable in this instance.

- 6.3.5 Overall, it is considered that the proposal would enhance the character of the conservation area and would preserve the appearance of the existing building and not cause harm to the setting of the Listed Buildings. In context of the recent case on Barnwell Manor, the Council's duty to consider whether new development preserve or enhance the character of heritage assets has been emphasised. In this instance, it is felt that the proposed development would preserve as well as enhance the appearance of the heritage assets and would not harm any of these heritage assets and would provide wider benefits that would comply with existing legislation and policies. It is, therefore, acceptable.

#### **6.4 Layout and standard of accommodation**

- 6.4.1 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 Mayor's Housing SPG sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 6.4.2 The proposed flats would exceed with the floorspace minima set out in the Mayor's Housing SPG as set out in Appendix 2. It is noted that there is a study room shown (with a bed space shown on the plans) in Flat 3, this would be only 5sq.m. and is not large enough to be treated as an additional bedroom, therefore this unit has been treated as a 2 bedroom flat. If this room were treated as an extra single bedroom the flat would require an additional 3 sq.m. of overall space, however given overall quality of the unit and the generous outdoor space in any event this flat is considered to provide a good standard of accommodation. The Mayor's Housing SPG also recommends that the floor-to-ceiling height should be 2.6 m, or at least 2.5 m to maximise natural daylight, the proposed dwellings would have a ceiling height in excess of 2.5 metres throughout with a height of 3.6 in the main body of the apartments. The applicant has provided a Lifetime Homes statement which illustrates that Lifetime Homes Standards will be achieved. Overall the proposal is considered to provide reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5 and Local Plan Policy SP2.
- 6.4.3 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 following amendments. The Council's waste management team has confirmed that the waste arrangements are acceptable.

#### **6.5 Impact on the amenity of adjoining occupiers**

- 6.5.1 The London Plan 2011 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking and aspect.

- 6.5.2 Concerns have been raised that the proposal would impact on the amenity of the neighbouring residents. With regard to the impact on the adjoining Village Apartments, the extensions at the front of the site would be in line with the rear elevation of this building so would not impact on sunlight, daylight or be overbearing to this property. The extension further to the rear of site would be a sufficient distance from this property to ensure that it would also not impact on amenity. Concerns have been raised that the proposed roof terraces would impact on the privacy of the Village Apartments. The outdoor patio to the rear of Flat 3 would be screened by the proposed building so would not result in a loss of privacy to the rear windows of the Village Apartments. The outdoor terrace serving flat 1 would largely look south onto the parking area at the rear of the Village Apartments and would have a 1.8 metre screen along the eastern edge of the terrace so would not impact on the privacy of the adjacent properties.
- 6.5.3 The set back of the extension from the outdoor walls of the existing building and the separation distance from the other buildings in the area ensure that the proposal would not impact on the amenity of any other neighbouring properties.
- 6.5.4 Overall the proposal is not considered to result in significant harm to neighbouring amenity in accordance with London Plan Policy 7.6 and Saved Policy UD3.

## 6.6 Parking and highways

- 6.6.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport and adopting maximum car parking standards and car free housing wherever feasible.
- 6.6.2 Concerns have been raised that the proposal lacks adequate parking and would add to parking stress in the area. The Council's Transportation Team have been consulted and advise that the application site has a medium PTAL of 3/4 and is served by the 41, 91, W3, W5 and W7 bus routes. These routes operate with a combined frequency of 131 buses per hour and provide frequent links to Turnpike Lane, Archway, Harringay and Harringay Green Lanes underground and rail stations. The site also falls within the Crouch End (B) controlled parking zone (CPZ), which operates Monday to Friday between 14:00pm – 16:00pm and provides a degree of on-street parking control. It is considered that the prospective residents will have a good level of access to sustainable transport modes for journeys to and from the site.
- 6.6.3 They note that the application site does not benefit from any on-site parking provision. The site falls within the Crouch End restricted Conversion Area as identified within the Haringey Council adopted Unitary Development Plan (saved policies 2013) and therefore has a requirement for 4 off-street parking spaces.
- 6.6.4 The Transportation Team note that the applicant has commissioned Alpha Parking Ltd to undertake a parking stress survey, which indicates that overnight the area surrounding the site does not suffer from an unacceptable level of on-street parking stress. The Transportation team note that the applicant has assumed that

prospective occupants will utilise on-street parking facilities within the area, citing the results of the submitted parking survey as evidence. They advise that the survey does not take into account the town centre location and therefore will not have captured the parking displacement caused by the times of conflict when residents are returning home to find parking spaces occupied by visitors to commercial premises such as restaurants etc. They advise that should prospective residents be eligible for on-street parking permits, it would be likely that the increased requirement for on-street parking provision would have a negative impact upon on-street parking stress during times of high demand.

- 6.6.5 They also note that allowing the prospective residents to gain on-street parking permits in this case would mean having to support other similar applications that also rely on on-street parking provision to meet their parking demands. The cumulative effect of which would result in a negative impact upon the surrounding highway network as parking demand increases. The Transportation team therefore require that the development be designated as car-free in order to discourage prospective residents from owning private vehicles. It has been noted that the Crouch End (B) CPZ is only operational for two hours during week days. However, in light of the future review of the existing CPZ operation hours which will take place in connection with other major development proposals within the immediate area, it is considered that in this instance the car-free designation is considered as an effective mechanism to deter car ownership. Effectiveness is further strengthened by recent reviews to CPZ's adjacent to Crouch End (A), limiting opportunities for prospective residents of this development to park within these areas.
- 6.6.6 As further mitigation the Transportation Team require that the applicant supply each residential unit with two years paid membership to the car club operating within this area, with its nearest bay located within Hatherley Gardens. Both the developments status as car-free and the Car Club membership will need to be secured via a Section 106 Agreement. It has been noted that the proposal includes cycle storage to London Plan standards.
- 6.6.7 The Transportation Team conclude that should the above measures be put in place the proposed development is unlikely to result in any increase in parking pressure within the vicinity of the site or result in any significant adverse impact upon the surrounding highway network. Therefore, there are no highways and transportation objections to the above development proposal, a condition will be attached requiring a construction management plans and a section 106 legal agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit, a contribution of £1000 towards the amendment of the Traffic Management Order for this purpose and two years free membership to a local Car Club for residents.

## 6.7 Sustainability

- 6.7.1 The NPPF, London Plan and local policy requires development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. Chapter 5 of the London Plan and Local Plan

Policy SP4 require all new homes to meet Level 4 of the Code for Sustainable Homes.

6.7.2 The applicant has submitted a Sustainable Design and Construction Statement outlining the sustainability measures which would be incorporated into the proposed flats, a condition can be attached to ensure that the proposal will meet Code Level 4. The proposal is therefore considered acceptable in this respect.

## 6.8 Conclusions

6.8.1 The proposal is acceptable in principle and residential development is encouraged within Town Centres. The proposed design is considered to be of a high quality which will not cause harm to the Crouch End Conservation Area or the setting of the Listed Clock Tower which will preserve and enhance these heritage assets.

6.8.2 The development would provide a good standard of accommodation for future residents, cause no significant harm to residential amenity and meets the required standards for sustainability. The impact on traffic and parking will be mitigated by conditions and S106 agreement requiring the development to be 'car free'.

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

## 7. CIL APPLICABLE

7.1 Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £9,800 (280 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. An informative will be attached advising the applicant of this charge.

## 8. RECOMMENDATION

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

Registered No. HGY/2014/1619

Applicant's drawing No.(s) PL/100, 110 B, 200, 210, 211 Rev D, 213, 214, 215, 216, 217  
S/P 01

Subject to the following condition(s)

### 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/100, 110 B, 200, 210, 211, 213, 214, 215, 216, 217 S/P 01

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

## SAMPLES OF MATERIALS

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

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

## CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

4. 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. The development shall be carried out in accordance with the approved report unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and reduce the impact of the proposed development

## CONSIDERATE CONSTRUCTORS

5. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

## CONSTRUCTION MANAGEMENT PLAN AND CONSTRUCTION LOGISTICS PLAN

6. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to

construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Crouch End Broadway, Crouch Hall Road and the surrounding roads is minimised, construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

## GREEN ROOF

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

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

## COMBUSTION AND ENERGY PLANT

8. Prior to installation details of the boiler to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14.

## CODE FOR SUSTAINABLE HOMES

9. 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.

## INFORMATIVE: CIL

The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £9,800 (280 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: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-  
8.00am - 6.00pm Monday to Friday  
8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

**INFORMATIVE: Party Wall Act**

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

**INFORMATIVE: Land Ownership**

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

**INFORMATIVE: Thames Water**

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

**INFORMATIVE: Street Naming and numbering**

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

**INFORMATIVE: Building Regulations**

This type of work will require a Building Regulations application to be made after Planning permission has been granted. We have been working to expand and improve the services and products we can offer our customers such as warranties, fire engineering, fire risk assessments, structural engineering, party wall surveying, SAP, EPC, SBEM calculations, BREEAM, CfSH calculations, acoustic advice, air pressure testing etc in consultation with the LABC (Local Authority Building Control) and we would be pleased to explain any of the services in more detail if required.

Please contact us with any queries you may have at: [building.control@haringey.gov.uk](mailto:building.control@haringey.gov.uk)

**INFORMATIVE: The London Fire Authority: Sprinklers**

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

**INFORMATIVE: Green roof**

With regard to condition 7 the green roof submission must provide/comprise of the following information:

- a) biodiversity based with extensive/semi-intensive soils
- b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.
- c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.
- d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates
- e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section

## Appendix 1 – Consultation response

No.	Stakeholder	Comments	Response
1.	Conservation	<p>The scheme proposes an additional storey on the building to accommodate three new flats. Given its location, the extension would be visible from the cross roads and from longer distance views within the conservation area and would be considered to have an impact on its character and appearance.</p> <p>From a conservation point of view, the extension has been designed in an elegant contemporary style with the fenestration pattern relating well with the existing building. The contemporary style is in strong contrast to the existing building, yet respects its character and scale. The extensive use of glass reduces its bulk considerably creating a lighter addition. As such, the development would be considered to enhance the appearance of the conservation area and would ensure long term use of the existing site. By appearing contrasting in design, the new extension would also preserve the existing building within the conservation area.</p> <p>In addition, the new extension's visibility is limited from the Hornsey Town Hall and the adjacent Annexe</p>	Noted

No.	Stakeholder	Comments	Response
		<p>buildings and as such its impact on these buildings would be limited. It would, however, be visible within the setting of the listed Clock Tower. Again, the extension's elegant design would be considered to enhance its setting and would be acceptable in this instance.</p> <p>Overall, the proposal would enhance the character of the conservation area and would preserve the appearance of the existing building and would be acceptable.</p> <p>In context of the recent case on Barnwell Manor, the Council's duty to consider whether new development preserve or enhance the character of heritage assets has been emphasised. In this instance, it is felt that the proposed development would preserve as well as enhance the appearance of the heritage assets and provide wider benefits that would comply with existing legislation and policies. It is, therefore, acceptable.</p> <p>Conclusion: Acceptable</p>	
2.	Transportation	The application site has a medium PTAL of 3/4 and is served by the 41, 91, W3, W5 and W7 bus routes. These routes operate with a combined frequency of 131 buses per hour and	Noted, conditions and Section 106 attached as requested

No.	Stakeholder	Comments	Response
		<p>provide frequent links to Turnpike Lane, Archway, Harringay and Harringay Green Lanes underground and rail stations. The site also falls within the Crouch End (B) controlled parking zone (CPZ), which operates Monday to Friday between 14:00pm – 16:00pm and provides a degree of on-street parking control. It is considered that the prospective residents will have a good level of access to sustainable transport modes for journeys to and from the site.</p> <p>It has been noted that the application site does not benefit from any on-site parking provision. The site falls within the Crouch End restricted Conversion Area as identified within the Haringey Council adopted Unitary Development Plan (saved policies 2013) and therefore has a requirement for 4 off-street parking spaces.</p> <p>The applicants have commissioned Alpha Parking Ltd to undertake a parking stress survey, which indicates that overnight the area surrounding the site does not suffer from an unacceptable level of on-street parking stress. The applicants have assumed</p>	

No.	Stakeholder	Comments	Response
		<p>that prospective occupants will utilise on-street parking facilities within the area, citing the results of the submitted parking survey as evidence. However, the survey does not take into account the town centre location and therefore will not have captured the parking displacement caused by the times of conflict when residents are returning home to find parking spaces occupied by visitors to commercial premises such as restaurants etc. Should prospective residents be eligible for on-street parking permits, it would be likely that the increased requirement for on-street parking provision would have a negative impact upon on-street parking stress during times of high demand.</p> <p>Furthermore, allowing the prospective residents to gain on-street parking permits in this case would mean having to support other similar applications that also rely on on-street parking provision to meet their parking demands. The accumulative effect of which would result in a negative impact upon the surrounding highway network as parking demand increases. We will therefore require that the development be designated as car-free in order to</p>	

No.	Stakeholder	Comments	Response
		<p>discourage prospective residents from owning private vehicles.</p> <p>It has been noted that the Crouch End (B) CPZ is only operational for two hours during week days. However, in light of the future review of the existing CPZ operation hours which will take place in connection with other major development proposals within the immediate area, it is considered that in this instance the car-free designation is considered as an effective mechanism to deter car ownership. Effectiveness is further strengthened by recent reviews to CPZ's adjacent to Crouch End (A), limiting opportunities for prospective residents of this development to park within these areas.</p> <p>As further mitigation we will require that the applicant supply each residential unit with two years paid membership to the car club operating within this area, with its nearest bay located within Hatherley Gardens. Both the developments status as car-free and the Car Club membership will need to be secured via a Section 106 Agreement. It has been noted that the proposal includes cycle storage to</p>	

No.	Stakeholder	Comments	Response
		<p>London Plan standards.</p> <p>Should the above measures be put in place the proposed development is unlikely to result in any increase in parking pressure within the vicinity of the site or result in any significant adverse impact upon the surrounding highway network. Therefore, there are no highways and transportation objections to the above development proposal, subject to the imposition of the following S106 obligations and conditions:</p> <p>S106 obligations:</p> <ol style="list-style-type: none"> <li>1. The applicant/developer is required to enter into a Section106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</li> </ol>	

No.	Stakeholder	Comments	Response
		<p>Reason: To militate against any parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>2. The applicant/developer must offer all new residents of the proposed development two years free membership to a local Car Club. Evidence that each unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority.</p> <p>Reason: To reduce the demand for parking, which intern reduces congestion on the highways network.</p> <p>Condition:</p> <p>1. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work</p>	

No.	Stakeholder	Comments	Response
		<p>commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Crouch End Broadway, Crouch Hall Road and the surrounding roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>Informative The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
3.	Building Control	<p>This department has no objection to this application.</p> <p>This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p>	Noted

No.	Stakeholder	Comments	Response
4.	Commercial Environmental Health (Pollution)	<p>With reference to above application for the construction of 3 residential apartments on the roof of 35-39 The Broadway, comprising 2 x two bed flats and 1 x two bed + study flat, with amenity spaces; I recommend the following as conditions:</p> <p>Green Roof:  Full details of an extensive green roof shall be submitted to and approved in writing by the Local Planning Authority prior to any development works. The green roof submission must provide/comprise of the following information:</p> <ul style="list-style-type: none"> <li>a) biodiversity based with extensive/semi-intensive soils</li> <li>b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.</li> <li>c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.</li> <li>d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates</li> <li>e) a report from a suitably qualified</li> </ul>	Noted, conditions and informative attached as requested

No.	Stakeholder	Comments	Response
		<p>ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section</p> <p>The green roof 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.</p> <p>Evidence that the green roof has been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.</p> <p>Combustion and Energy Plant:</p> <p>Prior to installation details of the boiler to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p>	

No.	Stakeholder	Comments	Response
		<p>Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14.</p> <p>Control of Construction Dust: 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.</p> <p>With regard to air pollution, I recommend that the proposed development is car-free in order that it works towards an 'air quality neutral development' as detailed in The London Plan, Policy 7.14.</p>	
5.	Waste	This application advises existing doors	Noted, amended plans have been provided showing the

No.	Stakeholder	Comments	Response
	Management	to the bin chamber require widening. Access for the waste collection vehicle should be adequate to allow the vehicle to collect waste without the need to reverse.	widened door and this has been confirmed to be acceptable.
6.	London Fire Authority	<p>The Brigade is satisfied with the proposals.</p> <p>The Authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in buildings can significantly reduce the damage cause by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade's opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of occupiers. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	
7.	Thames Water	Waste Comments	Noted informative attached

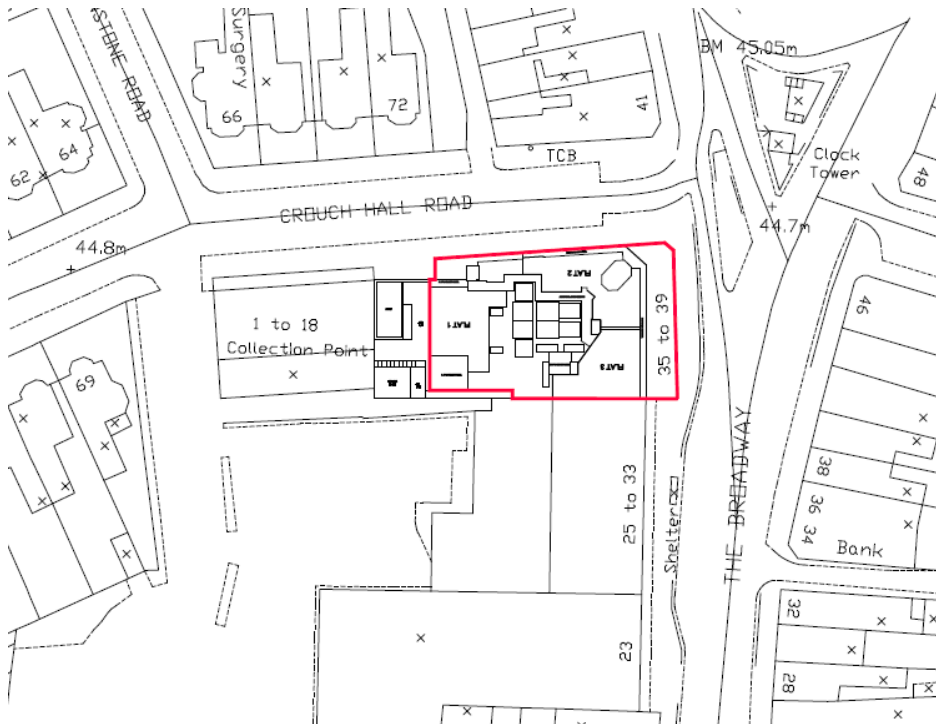
No.	Stakeholder	Comments	Response
		<p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
8.	Local residents	<p><u>Design and impact on the Conservation Area</u></p> <ul style="list-style-type: none"> <li>• The height of the suggested building is taller the rest of this area of the Broadway and will therefore be out-of-character and overbearing</li> <li>• Over development</li> </ul>	<p>As noted in para 6.4.4 The proposed 'lightweight' glass design is not considered to dominate the area.</p> <p>The proposed design and layout is considered acceptable</p>

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> <li>• The scale of the development is out of character with the area and will overshadow the significance - historic and architectural - of our much loved Hornsey Town Hall</li> <li>• It will impact in an intrusive and oppressive manner upon the historic Bank Buildings opposite even if the added storeys are set back from the front elevation and they would overshadow the whole of the area as well as the Clock Tower and the entrance to the Parade</li> </ul> <p><u>Impact on neighbouring amenity</u></p> <ul style="list-style-type: none"> <li>• We are concerned that the proposal will block out a significant portion of light into our property</li> <li>• Will be impairment of existing visual amenity and skyline</li> <li>• Terrace for proposed No 1 flat will directly overlook the existing Village Apartments in close proximity and harm privacy</li> <li>• Structural stability and integrity of existing building to take on a whole floor above and consequent effects on the adjoining properties.</li> <li>• my bedroom will look out onto a solid wall up to the proposed patio</li> </ul>	<p>for this site</p> <p>As noted in para 6.4.4 the new extension's visibility is limited from the Hornsey Town Hall and the adjacent Annexe buildings and as such its impact on these buildings would be limited</p> <p>As noted in para 6.4.4 the extension would be visible within the setting of the listed Clock Tower however the extension's elegant design would be considered to enhance its setting and would not impact on the Bank Buildings opposite.</p> <p>As noted in para 6.5.2 the extensions would be in line with the rear of the neighbouring building so would not impact on light to these properties</p> <p>The rear of the extension would be sufficient distance from neighbouring properties to prevent a loss of visual amenity</p> <p>As noted in para 6.5.3 the terrace would have a 1.8 metre screen along the eastern edge of the terrace so would not impact on the privacy of the adjacent properties.</p> <p>This would be controlled through building regulations and the party wall act.</p> <p>As noted in para 6.5.2 the extensions would be in line with the rear of the neighbouring building so would not harm the outlook of the neighbouring properties</p>

No.	Stakeholder	Comments	Response
		<p>of one of these flats</p> <ul style="list-style-type: none"> <li>• If the low wall which currently surrounds the roof is left in place it will be possible to walk from these flats on to my balcony at Village Apartments with access to the whole of my flat</li> <li>• I will lose all privacy day and night as well as a certain amount of light</li> </ul> <p><u>Parking</u></p> <ul style="list-style-type: none"> <li>• The parking stress report seems to assert that it is ok to add another 16 vehicle permits to the immediate area, adding a development of this nature will even on their own evidence bring the parking to over full capacity</li> <li>• No provision shown of parking spaces needed for the proposed apartments, which could be 6 spaces at least and no spaces shown for guest parking. It is an irony to suggest use of disable spaces when there are frustrated Blue Badge holders looking for a place to park.</li> </ul> <p><u>Procedural matters</u></p> <ul style="list-style-type: none"> <li>• The developers have conveniently ignored to show south side existing</li> </ul>	<p>There will be no roof terrace areas at the rear of the proposed flats the outdoor areas will be purely for access and maintenance</p> <p>The distances between the development and neighbouring properties is considered to prevent any loss of privacy of light.</p> <p>This has been noted and the Transportation Team have recommended that the proposal be made 'car free' to prevent increasing parking pressure</p> <p>As above.</p> <p>Amended plans have now been received showing all elevations</p>

No.	Stakeholder	Comments	Response
		and proposed elevations and impact the proposals will have on existing developments on this side	

## Appendix 2: Plans and images



Site Location Plan



View from the junction of The Broadway and Tottenham Lane



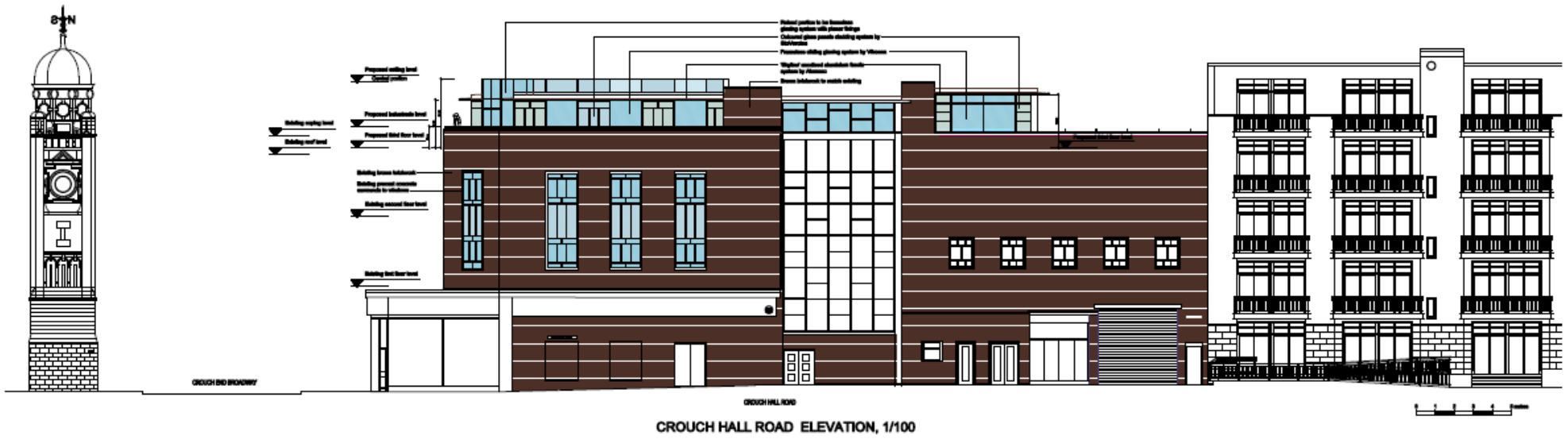
View from Weston Park Road

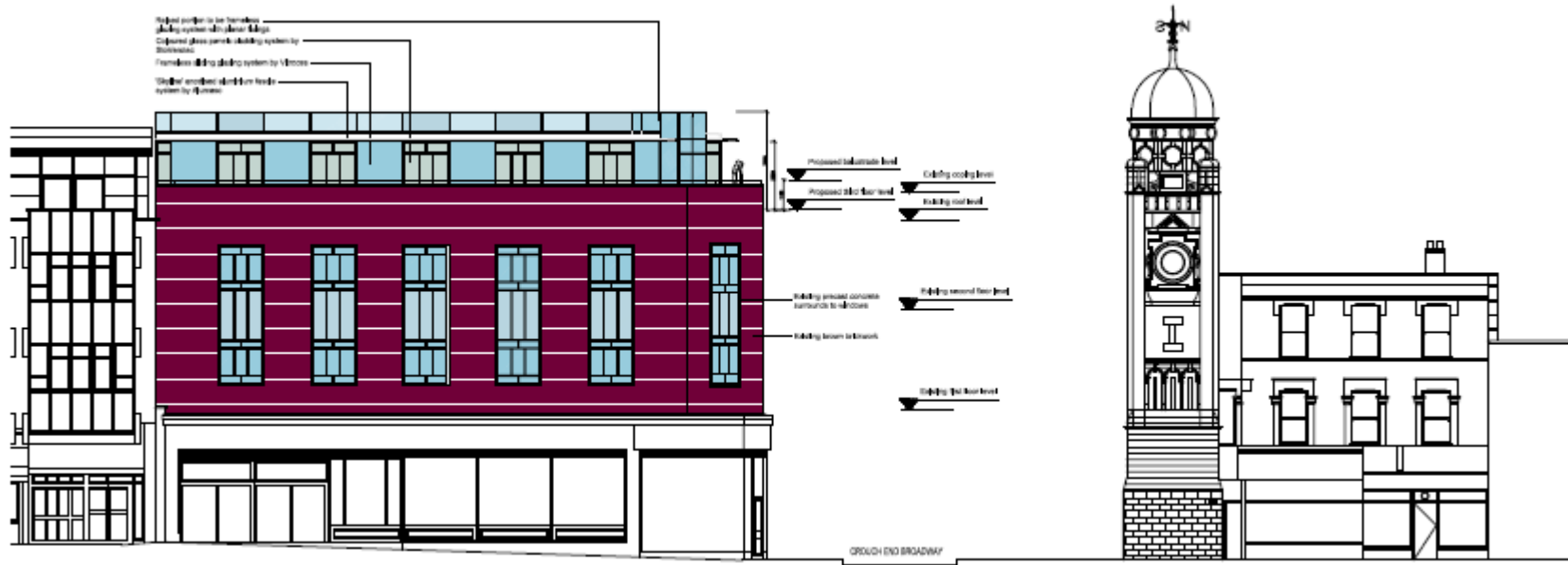


View from Town Hall Square

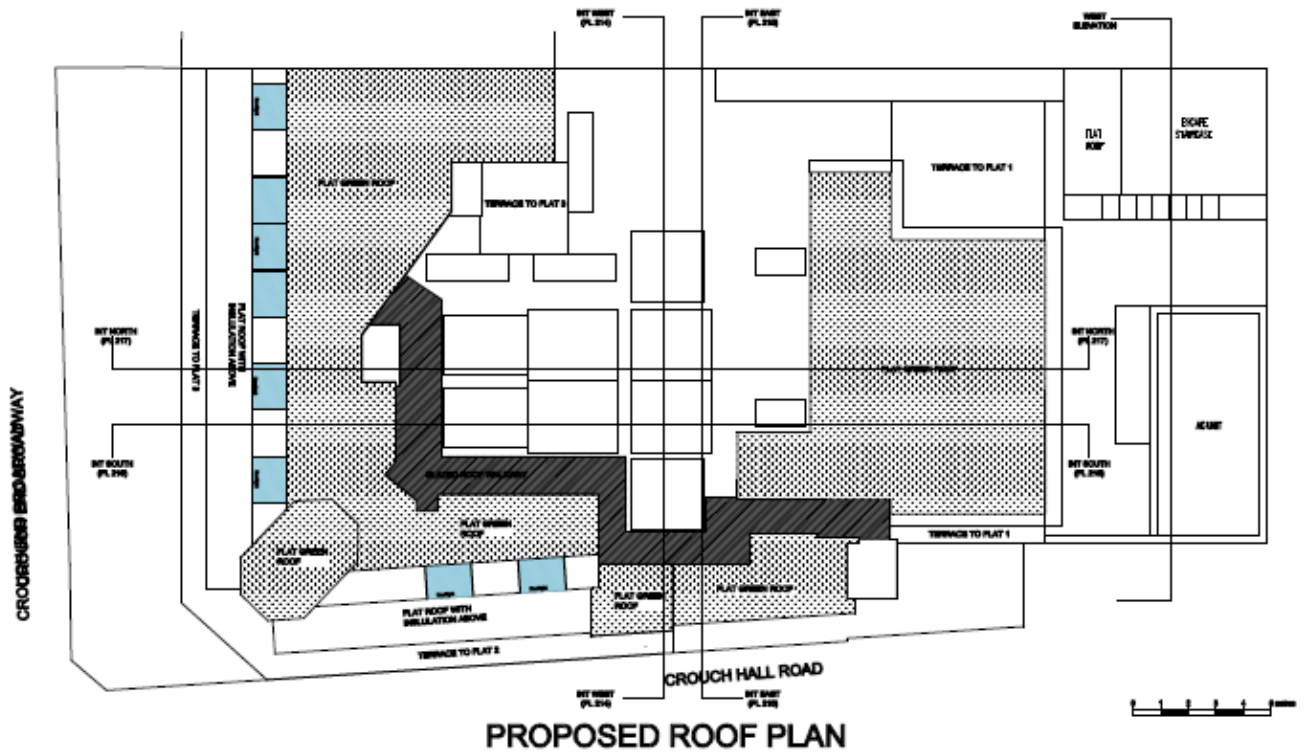


View from Tottenham Lane

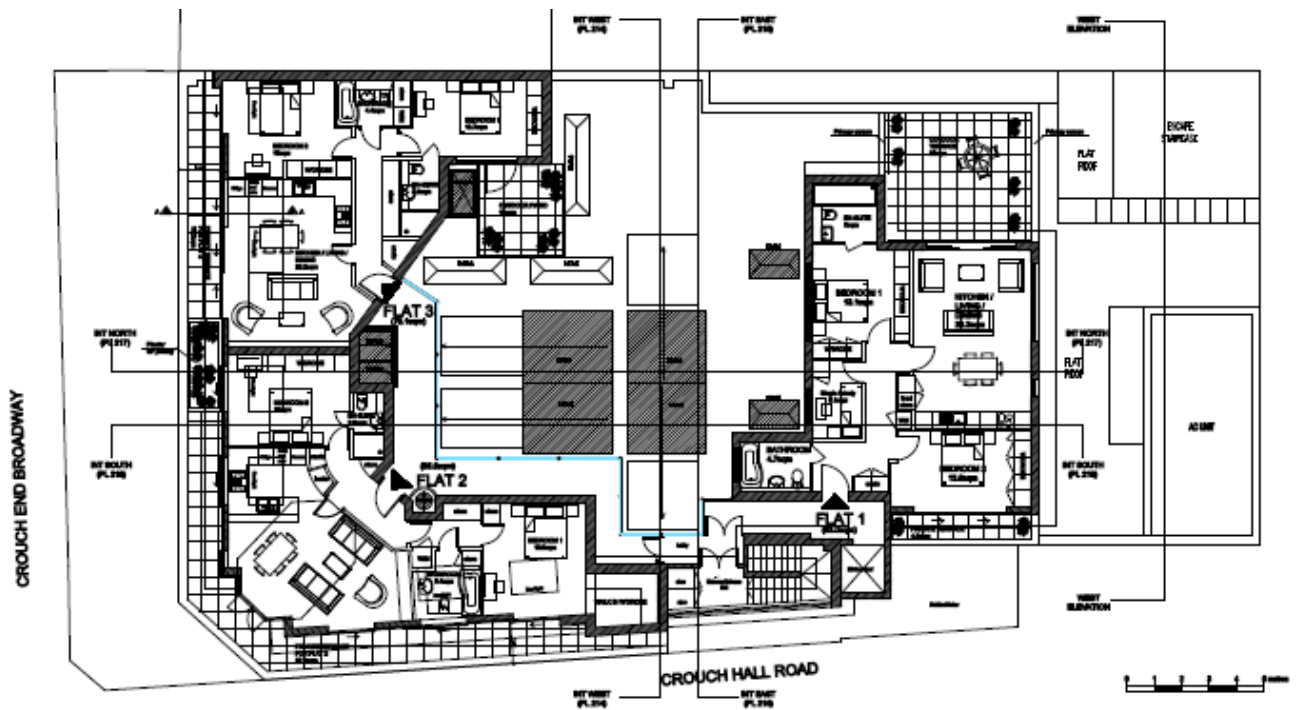




BROADWAY ELEVATION, 1/100



**PROPOSED ROOF PLAN**



**PROPOSED FLOOR PLAN**



10.0.6 Proposed view towards the Clock Tower and the site



10.0.2 Proposed street view looking North towards The Broadway



10.07 View from Tottenham Lane towards the Clock Tower and the proposed development



View towards the rear of the proposed development

### Appendix 3 - Floor space standards

<b>Flat 1</b>	2b4p		
Kitchen/Diner/Living Room	27	28	Yes
Bedroom 1	12	13	Yes
Bedroom 2	12	13	Yes
Total Floor Area	70	83	Yes
Private Amenity	7	31	Yes
<b>Flat 2</b>	2b4p		
Kitchen/Diner/Living Room	27	30	Yes
Bedroom 1	12	19	Yes
Bedroom 2	12	15	Yes
Total Floor Area	70	85	Yes
Private Amenity	7	27	Yes
<b>Flat 3</b>	2b3p		
Kitchen/Diner/Living Room	27	28	Yes
Bedroom 1	12	13	Yes
Bedroom 2	12	16	Yes
Total Floor Area	70	78	Yes
Private Amenity	7	10	Yes