

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

<b>1. APPLICATION DETAILS</b>	
<b>Reference No:</b> HGY/2015/2395	<b>Ward:</b> Noel Park
<p><b>Address:</b> Alexandra Court 122-124 High Road N22 6HE</p> <p><b>Proposal:</b> Change of use from B1 office use to C1 hotel use, including external refurbishment works and extension into the car park on the second, third and fourth floors.</p> <p><b>Applicant:</b> Mr Gareth Holland The Mall Limited Partnership</p> <p><b>Ownership:</b> Private</p> <p><b>Case Officer Contact:</b> Robbie McNaugher</p> <p><b>Site Visit Date:</b> 25/08/2015</p>	
<p><b>Date received:</b> 14/08/2015 <b>Last amended date:</b></p> <p><b>Drawing number of plans:</b> 140356 (D) 001, 140356 (D) 002 Rev A, 140356 (D) 003 Rev A, 140356 (D) 004 Rev A, 140356 (D) 005 Rev A, 140356 (D) 006 Rev A, 140356 (D) 007 Rev A, 140356 (D) 008 Rev A, 140356 (D) 009 Rev A, 140356 (D) 010 Rev A, 140356 (D) 011 Rev A, 140356 (D) 012 Rev A, 140356 (D) 013 &amp; 140356 (D) 014, Bream Report, Design &amp; Access Statement, Drainage Report, Energy Statement, Planning Statement &amp; Transport Statement</p>	
<p><b>1.1</b> This application has been brought to committee because it is major development.</p>	

## **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

This planning application seeks planning consent, subject to the signing of a section 106 legal agreement for a change of use of the second, third and fourth floors from office (use class B1) to a Hotel (use class C1) and external alterations including a small extension.

The proposed hotel would support the development of the leisure and night-time economy within Wood Green town centre and contribute to the delivery of the Council's regeneration aspirations for this centre.

Given the unsuccessful marketing of the existing B1 use of the building, the proposed change of use in land use terms is acceptable subject to a legal agreement capturing a financial contribution for the compensation for the loss of employment floorspace and appropriate measures to provide for local employment opportunities during construction and occupation of the proposed hotel.

The proposed alterations to the existing building, the small extension and the change of use of the building itself from office space to a hotel would not have any material adverse impact on the amenity of residents and occupiers of surrounding properties.

The proposed alterations and small extension are appropriate and would improve the appearance of the host building, the character of the streetscene and the locality generally. The design adheres to the principles of 'designing out crime' and will be accessible to all users. The development would not create any unacceptable adverse impacts on the adjoining road network.

The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.

Subject to conditions and a S106 agreement for a financial contribution for the loss of employment floorspace and carbon offsetting and participation in local employment initiatives at construction and operation stages, the proposal complies with the Development Plan.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 13/11/2015 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Method statement to protect London Underground structures
- 5) BREEAM
- 6) Compliance with energy strategy
- 7) Future proofing
- 8) Plant noise
- 9) Drainage

### **Informatives**

- 1) The NPPF
- 2) CIL liable
- 2) Hours of construction
- 3) Party Wall Act
- 4) Thames Water – drainage
- 5) Thames Water –water pressure
- 6) Waste Management
- 7) Drainage

### **Section 106 Heads of Terms:**

- £22,500 for loss of employment floorspace to provide education and training
- £10,800/ £14,148.00 Carbon Dioxide Offsetting to meet Carbon Dioxide levels required in the London Plan
- Local Employment pre and post construction

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

2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. In the absence of the provision of a financial contribution towards the loss of employment the proposal would have an unacceptable impact on employment generating floorspace within the borough. As such, the proposal would be contrary to Policy SP9 of the Haringey Local Plan 2013, Saved UDP Policies 2006 HSG2 and EMP4 and Policy 4.4 of the London Plan 2011.

2. In the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emission. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

(i) There has not been any material change in circumstances in the relevant planning considerations, and

(ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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

### **3.1 Proposed development**

- 3.1.1 This is an application for a change of use from B1 office use to C1 hotel use, including external refurbishment works and extension into the car park on the second floors.
- 3.1.2 The proposed hotel would be set over 3 floors with 35 bedrooms including 3 accessible bedrooms. It would have 12 designated parking spaces including 3 disabled bays, cycle parking and refuse storage.
- 3.1.3 External works to the building are proposed including cladding the facade, insertion of new windows and a small extension into the existing car park resulting in the loss of 3 existing parking spaces.
- 3.1.4 The existing access from the High Road will be retained with a new entrance at level 2 of the Mall car park. Servicing of the hotel would take place from the existing rear yard area which is also used by the adjacent retailers.

### **3.2 Site and Surroundings**

- 3.2.1 The site is located on the eastern side of the High Road and forms part of the Wood Green Mall. The building occupying the site is five storeys high with the ground and first floors occupied by an A1 retail shop - Argos. The first floor is almost double height and used as storage ancillary to the ground floor retail use. The second, third, and fourth floors are currently vacant but have previously been used as B1 Office space on short term leases. The building is located within the Wood Green Town centre.
- 3.2.2 The site has a Public Transport Accessibility Level (PTAL) rating of 6 being very close to Wood Green Underground Station and several, frequent bus routes that operate on the High Road.
- 3.2.3 The surrounding area is characterised by a mix of building typologies and uses. The subject building adjoins the mall shopping centre and has car parking at the top of the building. The surrounding buildings all vary in height ranging from three storeys to five storeys along the high road.

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

- 3.3.1 HGY/2011/0546-16 May 2011 - 2nd / 3rd / 4th Floor, Alexandra Court 122-124 High Road – permission granted for use of floors as B1 (office) and D1 (non-residential institutions)

## **4.0 CONSULTATION RESPONSE**

- 4.1 The following were consulted regarding the application:  
LBH Drainage  
LBH EHS Noise & Pollution

LBH Waste Management  
LBH Economic Development  
LBH Transportation  
LBH Food & Hygiene  
London Fire Brigade  
Designing Out Crime Officer  
Noel Park Residents Association  
Network Rail  
Transport For London  
London Underground

The following responses have been received:

Internal:

- 1) Transport  
No objections
- 2) Waste Management  
No objections
- 4) Carbon Management  
No objections subject to compliance with their energy statement, carbon offsetting, district heating future proofing and BREEAM 'very good' certification.
- 5) Economic Development  
Support for a hotel proposal subject to compensation for the loss of existing employment floorspace.
- 6) Drainage  

Not satisfied with the current drainage proposals. The proposal should comply with the London Plan drainage policies.
- 7) Conservation Officer  
No objections- the proposal would not impact on the Noel Park Conservation Area.

External:

- 4) London Underground  
No objections subject to a condition and informative to safeguard infrastructure
- 5) TfL

Raised a number of concerns which the Council's Transportation Team have responded to in their comments.

6) Designing Out Crime Officer

No objections

7) Thames Water

No objections subject to informatives in relation to drainage and water pressure

## 5.0 LOCAL REPRESENTATIONS

### 5.1 The following were consulted:

97 Neighbouring properties

2 site notices were also erected close to the site

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

No of individual responses: 1

Objecting: 1

#### 5.1.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Loss of privacy

## 6.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. Design and appearance
4. Parking and highways
5. Energy and sustainability

#### 6.1.1 Principle of the development

#### 6.2.1 The proposal seeks planning permission to change the use of an existing office building and provide a 35 bedroom hotel. Considering the principle of a hotel on this site, the London Plan (2015) Policy 4.5 states that boroughs should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seek to improve the range and quality of provision especially in outer London in order to achieve 40,000 net additional hotel bedrooms by 2031. To ensure that new visitor accommodation

is in appropriate locations it should be focused in town centres and Opportunity and Intensification Areas where there is good public transport access to central London and international and national transport termini.

- 6.2.2 London Plan Policy 2.13 and Local Plan Policy SP1 identify Wood Green as an Area for Intensification and growth area where development will be promoted. It has very good transport links to central London and Alexandra Palace. Policy SP1 also sets out the Council's aspirations for Wood Green Metropolitan Town Centre including encouraging development and management of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities. Saved UDP Policy CLT4 states that applications for hotels will be permitted provided that the proposal is located within an existing town centre, are well served by public transport; and do not have an adverse impact on the amenity of nearby residential properties or other uses. Therefore, given the above policy considerations the principle of a hotel use in Wood Green Town Centre is supported subject to compliance with other relevant policy in the Development Plan. It also noted that the proposal would not conflict with the draft Site Allocations DPD allocation and design principles for the site.
- 6.2.3 The proposal would result in the loss of existing employment generating B1 floorspace use and Saved UDP Policy EMP4 seeks to protect employment generating uses. Therefore, the loss of employment generating B1 Office floorspace is required to be justified. Save Policy EMP4 states that such employment space will be safeguarded unless marketing evidence of at least 18 months is provided in order to demonstrate that the B1 floorspace is no longer suitable for use as employment use in the short, medium, and long term.
- 6.2.4 The applicant has provided, as part of the planning application, a robust marketing history which states that marketing of the property for B1 employment use has been continuously carried out since 2008. The property was marketed by Lambert Smith Hampton on their website, The Estates Gazette Property Link and through an advertising board on the first floor elevation fronting the High Road. Despite a competitive rent offer and flexible lease terms the property was generally found to be too large and in poor condition. The report concluded that serviced offices were preferred by perspective tenants. The marketing report concludes that despite relative improvements within the market the property will continue to be difficult to let for office use for the foreseeable future, which essentially results in the property remaining vacant and unused.
- 6.2.5 In respect of loss of employment Local Plan Policies SP8 and SP9 are also relevant, in which these seek to support local employment and regeneration aspirations and address local unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes. In light of these policy aspirations the Council's Planning Obligations SPD requires a financial contribution to compensate for loss of employment floorspace based on the number of potential jobs lost and the cost of supporting and retraining workers. The SPD sets this out to be a rate of £30/sq.metres. The existing B1 floorspace



is 750sq. metres and therefore a financial contribution of £22,500 would be required should planning permission be granted. The applicant would also be required to provide employment opportunities for local residents during construction and the operation of the hotel. These obligations would be secured by way of a Section 106 legal agreement.

6.2.6 The proposed hotel development would support the development of the leisure and night-time economy within Wood Green town centre and given the unsuccessful marketing of the existing B1 use the change of use is considered acceptable subject to compensation for the loss of employment floorspace and local employment opportunities during construction and occupation.

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

6.3.1 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 occupiers and residents regarding loss of daylight / sunlight, increase sense of enclosure / loss of outlook, overlooking, loss of privacy and excessive noise levels.

6.3.2 Concerns have been raised in relation to the impact on the privacy of the flats within Portman House which sits to the north of the site and has windows in the flank elevation. There is currently intervisibility between the existing office and the upper floors of Portman House. It is acknowledged that the hotel use would mean the building would be occupied more often in the evenings and night time. Therefore, in order to safeguard privacy, as part of the proposal, the scheme would include the installation of panels in place of existing windows – therefore, the proposed hotel would not give rise to a material level of overlooking or a loss of privacy thus safeguarding the amenity of residents of the neighbouring residential properties.

6.3.3 The proposed alterations and small extension to the existing building would not have a significant adverse impact on the amenity of any neighbouring residents or occupiers regarding loss of daylight / sunlight, increase sense of enclosure / loss of outlook, overlooking and loss of privacy.

6.3.4 Given the site's location within a town centre it is considered that the increase activity as a result of the hotel use in terms of deliveries and customers coming and going would not have a material impact on the amenity of neighbouring properties. There are a number of businesses in the area including a cinema which open late into the evening. A condition is suggested in order to ensure that the plant would not exceed the background noise levels.

### **6.4 Design and appearance**

6.4.1 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 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach.

- 6.4.2 The proposal would involve relatively minor alterations to the exterior of the building namely additional cladding on the corner of the building and the insertion of new windows. There would also be a small extension into the 2<sup>nd</sup> floor car park which would not be visible in the streetscene and in any case is appropriate in scale, bulk and height in relation to the host building.
- 6.4.3 These particular proposals would modernise and improve the exterior appearance of the host building while providing opportunities for advertisements and branding for the hotel. Given the existing prominence of the building within a commercial environment the proposed alterations and indicative signage (which will be subject to a separate advertisement consent application) are appropriate and will improve the appearance of the building and the streetscene generally.
- 6.4.4 The Noel Park Conservation Area is located at the rear of the site. The minor alterations to the building, and the small scale extension, which would not be visible at street level, would preserve the setting of this conservation area.

#### *Crime Prevention*

- 6.4.5 London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.
- 6.4.6 The proposal includes a number of a design features to design out crime including 24 hour reception, CCTV inside the building's common areas, external CCTV to all site boundaries, hotel entrance, and all external doors lockable front doors with card entry and intercom, further security doors leading from lift lobbies to hotel bedrooms, and various bedroom security measures. The Metropolitan Police's Designing Out Crime Officer has provided comments and raises no objections.
- 6.4.7 Therefore the proposal is in line with the principles of 'Secured by Design' and 'Safer Places' and complies with London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 in this respect.

#### *Accessibility*

- 6.4.8 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places by securing step-free access where this is appropriate and practicable. London Plan Policy 4.5 states that 10% of hotel bedroom should be wheelchair accessible.
- 6.4.9 The applicant has shown its commitment towards creating an inclusive environment within its design and access statement. The hotel would be fully accessible and is designed to meet the requirements of Part M of the Building Regulations to meet the needs of disabled people. The hotel would have level entrances from street level and the car park and an accessible reception area

including an accessible WC. There is lift access to all floors of the hotel with an accessible room on each floor and suitable corridor widths. The accessible rooms would be larger with amended furniture and fittings with 1500mm turning spaces, distress alarms linked to reception and accessible bathrooms. The 3 accessible rooms would provide the 10% wheelchair accessible rooms required by Policy 4.5 of the London Plan.

6.4.10 The London Plan parking standards require new development to consider the needs of disabled drivers, and states developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders. 3 disabled parking spaces would be provided close to the main entrance of the proposed hotel development, which is considered acceptable.

6.4.11 The applicant has demonstrated that the new development would be laid out and inclusively designed to meet the needs of those with disabilities and the wider community in accordance to the NPPF and to London Plan Policies 3.8 and 7.2 and Local Plan Policy SP11.

## **6.5 Parking and highway safety**

6.5.1 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.

6.5.2 The Council's Transportation Team has been consulted and advised that the development site has a high level of accessibility to public transport. The site is served by 14 bus routes with frequencies ranging from 4 to 15 vehicles per hour and Wood Green LUL Station is approx. 411m (5 minutes' walk) from the site.

6.5.3 They note that the High Street and adjoining streets are subject to parking controls that operate Monday to Sunday 8AM – 10PM. They note that as there are no restrictions on the use of the entire car park by guests of the hotel, therefore the provision of 12 car parking spaces should not be considered as the maximum provision under the proposal. This suggests that the proposal is at odds with the spirit of the London Plan (as set out in FALP 2015 supporting paragraph 6A.8); that with the exception of accessible parking spaces, parking should be limited to operational needs only. However they consider that it is unlikely that a hotel of this scale and with such a high accessibility to public transport would attract a significant level of car-borne trips. Furthermore, the availability of additional car parking spaces to be used occasionally by guests of the hotel will ensure that no overspill effects will be created by the development. Therefore they consider that there would be no undue impacts on the adjoining CPZ from the proposal.

6.5.4 The Transport Team note that the servicing and delivery arrangements are as per the existing situation; a service area accessed from Pelham Road. All servicing and delivery activity will be contained within the premises and therefore will be clear of the adjoining highway. The existing service area

includes adequate turning and manoeuvring provision to ensure that vehicles can access and leave the site in a forward gear. They note that the applicant's Transport Statement states that the delivery and service demand of the site would not be significantly greater than the extant use. No more than 5 deliveries per week are expected under the proposal. Transportation officers are satisfied that no significant highway impacts would arise from the servicing and delivery arrangements under the proposal.

- 6.5.5 The proposal includes 6 x cycle parking spaces within the car park, adjacent to the entrance to the hotel at level 2. The cycle parking is consistent with the recommendations in the London Plan (FALP, 2015) and is acceptable.
- 6.5.6 The Transportation Team note that there is no dedicated coach or taxi parking provided under the proposal. They note the objections from TfL in relation to the arrangements for coach and taxi drop-off. However they consider that there is no requirement to provide dedicated coach parking for hotel proposals of fewer than 50 rooms (FALP 2015 supporting paragraph 6A.9). Moreover, arrivals / departures by coach will be very infrequent and would not necessitate any dedicated provision and in the opinion of the transport officer this will not give rise to any significant disruptions to the operation of the bus stop. Taxi drop-offs can be carried out where the existing parking restrictions permit.
- 6.5.7 Transportation officers do not object to the proposal. Given the existing parking provision within the existing multi-storey car park the loss of 3 spaces does not adversely impact on parking in the area. The development would not create any unacceptable impacts on the adjoining road network. The pedestrian access arrangement is unchanged. The servicing and delivery arrangements, including vehicle access, are unchanged. The provision of 3 x accessible car parking spaces is consistent with policy (London Plan 6.13). The East Car Park will absorb the generated car parking demand thus preventing any undue impacts on the capacity of the adjoining CPZ. The cycle parking provision is satisfactory.

## **6.6 Energy and Sustainability**

- 6.6.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Local Plan Policy SP4 requires all new non-residential development shall be built to at least BREEAM "very good" and should aim to achieve BREEAM "excellent".
- 6.6.2 The applicant has submitted a sustainability statement which demonstrates the new development (61%) will provisionally achieve BREEAM 'Very Good (min. 55%)'. A condition will be attached to ensure that prior to occupation the applicant provides a final Certificate to certify that BREEAM 'very good' has been achieved.
- 6.6.3 London Plan Policy 5.2 requires all new non-domestic buildings to provide a 35% reduction in carbon emissions above 2013 Building Regulations. The

applicant's energy statements states that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand by the incorporation of improved insulation, low energy lighting and efficient systems before the incorporation of decentralised and renewable technologies. The proposal will incorporate a combined heat and power unit (CHP) to meet the hot water requirement for the hotel with solar panels and air source heat pumps meeting a significant proportion of the heating and cooling demand. The statement concludes that no other renewable technology can be incorporated due to the operator and site constraints. It calculates a carbon emission reduction of 25.60% with an annual shortfall below the 35% London Plan target of 38 tonnes.

- 6.6.4 Given the limitations of the site and the constraints of the existing building this level of carbon reduction is considered acceptable in this instance and carbon offsetting has been accepted to reach the London Plan target. The Mayor's Sustainable Design and Construction SPG sets out how this is calculated using a nationally recognised price or locally set price; currently £60 per tonne. The overall contribution should be calculated over 30 years which equates to £1,800 per year. The applicant's energy statement shows that the proposal has a shortfall of 6 tonnes therefore a contribution of £10,800/ £14,148.00 is sought through a S106.
- 6.6.5 The development has been designed so that if a heat network in Wood Green comes forward it would be possible to connect to the network, if appropriate. The Council's Carbon Management Team have requested further details of the safeguarded connection between the CHP and property boundary, to ensure that the proposal is adequately future proofed and follows Greater London Authority decentralised energy network design guidance provided. This has been secured by a condition.

## **6.7 Waste storage**

- 6.7.1 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. The Council's waste management team raise no objections as the applicant will need to make their own arrangements with a private contractor. An informative has been attached to advise them of their obligations in this respect.

## **6.8 Drainage**

- 6.8.1 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that

surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.8.2 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SuDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating SuDS measures should include details of how each SuDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.8.3 The applicant has provided a drainage report which states that the proposal will not impact on the existing arrangements for surface water drainage. The Council SUDs officer is not satisfied with the level of detail and justification provided and has requested further details and justification. This will be secured by condition.

6.10.4 Subject to the submission of further drainage details the proposal will provide sustainable drainage and will not increase floor risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

## **6.9 Conclusion**

6.8.1 The proposed hotel development would support the development of the leisure and night-time economy within Wood Green town centre and contribute to the delivery of the Council's regeneration aspirations for this centre. Given the unsuccessful marketing of the existing B1 use over the past few years, the change of use is acceptable subject to compensation for the loss of employment floorspace and local employment opportunities during construction and occupation.

- 6.8.2 The proposed alterations to the existing building and the change of use to a hotel itself would not have a significant adverse impact on the amenity of neighbouring residents or occupiers.
- 6.8.3 The proposed alterations and small extension, in design terms are appropriate and would improve the appearance of the host building and the streetscene generally. The design adheres to the principles of designing out crime and will be accessible to all users. The development would not create any unacceptable impacts on the adjoining road network.
- 6.8.4 The proposal would achieve BREEAM 'very good' and a significant carbon reduction through energy efficiency and renewable energy generation and with carbon offsetting will meet the London Plan carbon reduction target.
- 6.8.5 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **6.10 CIL**

- 6.9.1 Based on the information given on the plans, the Mayoral CIL charge will be £38,115 (1,089 sq.metres x £35) and the Haringey CIL charge will be £0 (Hotels are charged at a NIL Rate). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

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

Applicant's drawing No.(s) 140356 (D) 001, 140356 (D) 002 Rev A, 140356 (D) 003 Rev A, 140356 (D) 004 Rev A, 140356 (D) 005 Rev A, 140356 (D) 006 Rev A, 140356 (D) 007 Rev A, 140356 (D) 008 Rev A, 140356 (D) 009 Rev A, 140356 (D) 010 Rev A, 140356 (D) 011 Rev A, 140356 (D) 012 Rev A, 140356 (D) 013 & 140356 (D) 014, Breeam Report, Design & Access Statement, Drainage Report, Energy Statement, Planning Statement & Transport Statement

Subject to the following condition(s)

Conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:  
140356 (D) 001, 140356 (D) 002 Rev A, 140356 (D) 003 Rev A, 140356 (D) 004 Rev A, 140356 (D) 005 Rev A, 140356 (D) 006 Rev A, 140356 (D) 007 Rev A, 140356 (D) 008 Rev A, 140356 (D) 009 Rev A, 140356 (D) 010 Rev A, 140356 (D) 011 Rev A, 140356 (D) 012 Rev A, 140356 (D) 013 & 140356 (D) 014

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

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The development hereby permitted shall not be commenced until detailed design, method statements and load calculations (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which provide details on all structures to accommodate the location of the existing London Underground structures and tunnels accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels. The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

5. The development hereby approved shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) '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.

6. The development hereby permitted shall be built in accordance with the energy and sustainability statements and the energy provision shall be thereafter retained in perpetuity, no alterations to the energy or sustainability measures shall be carried out without the prior approval, in writing, of the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

#### FUTURE PROOFING

7. Prior to commencement of the development, save for stripping out the existing office, full details of the single plant room/energy centre, CHP and Boiler specifications, thermal store and communal network future proofing measures, including details of the safeguarded connection between the plant room and property boundary, should be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the completed development is future proofed to enable connection to an area wide decentralised energy network to comply with Policies 5.5 and 5.6 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

8. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006

9. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The runoff rates shall not be more than three times the calculated greenfield rate for the site. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

**Informatives:**

**INFORMATIVE 1: THE NPPF**

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

**INFORMATIVE 2: COMMUNITY INFRASTRUCTURE LEVY**

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £38,115 (1,089 sq. metres x £35) and the Haringey CIL charge will be £0 (Hotels are charged at a NIL Rate. 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 3: 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 4: 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 5: THAMES WATER- DRAINAGE**

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 0800 009 3921.

**INFORMATIVE 6: WATER PRESSURE**

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 7: WASTE MANAGEMENT

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. The business must ensure that all area around the site are managed correctly by the managing agent to keep areas clean of litter and detritus at all times. The waste collection point will need to be at rear of the property from the service yard and will need to be accessible for refuse collection vehicles to enter and exit safely.

#### INFORMATIVE 8: DRAINAGE

In respect of condition the Council will expect the following:

##### Flow Control:

For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event.

##### Volume Control:

Where reasonably practicable, for developments which have been previously developed, the runoff volume from the development to any highway drain, sewer or surface water body in the 1 in 100 year, 6 hour rainfall event must be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but should never exceed the runoff volume from the development site prior to redevelopment for that event

Appendix 1 Consultation Responses from internal and external agencies

No.	Stakeholder	Question/Comment	Response
	<b>INTERNAL</b>		
	<b>Transportation</b>	<p><b>Transport Context</b>                      The development site is located within The Mall Wood Green, which is a in a town centre location. The site fronts onto High Road, which is a busy high street with a high level of pedestrian movement. The site is served by 14 bus routes with frequencies ranging from 4 to 15 vehicles per hour. Wood Green LUL Station is approx. 411m (5 minutes' walk) from the site. It is fair to say that the site enjoys a high level of accessibility to public transport.</p> <p>High Street and adjoining streets are subject to parking controls that operate Monday to Sunday 8AM – 10PM.</p> <p><b>Car Parking</b>                      The proposal includes 12 car parking spaces (including 3x disabled car parking spaces at second floor level). The car parking spaces are provided within the existing car park and are distributed across levels 2 to 5. It should be noted that car parking associated with the hotel will not be limited to 12 car parking spaces only; that guests of the hotel arriving by car will be able to make use of the entire car park if needed. As there are no restrictions on the use of the entire car park by guests of the hotel, the provision of 12 car parking spaces should not be considered as the maximum provision under the proposal. This suggests that the proposal is at odds with the spirit of the London Plan (as set out in</p>	

No.	Stakeholder	Question/Comment	Response
		<p>FALP 2015 supporting paragraph 6A.8); that with the exception of accessible parking spaces, parking should be limited to operational needs only. That said it is unlikely that a hotel of this scale and with such a high accessibility to public transport, would attract a significant level of car-borne trips.</p> <p>Furthermore, the availability of additional car parking spaces to be used occasionally by guests of the hotel will ensure that no overspill effects will be created by the development.</p> <p>Therefore, no undue impacts on the adjoining CPZ will arise from the proposal.</p> <p><b>Servicing &amp; Delivery</b>  The servicing and delivery arrangements are as per the existing situation i.e. via a service area accessed from Pelham Road. All servicing and delivery activity will be contained within the premises and therefore will be clear of the adjoining highway. The existing service area includes adequate turning and manoeuvring provision to ensure that vehicles can access and leave the site in a forward gear. The TS states that the delivery and service demand of the site will not be significantly greater than the extant use. This is a fair assumption. No more than 5 deliveries per week are expected under the proposal. Transport officers are satisfied that no significant impacts will arise from the servicing and delivery arrangements under the proposal.</p>	

No.	Stakeholder	Question/Comment	Response
		<p><b>Cycle Parking</b>  The proposal includes 6x cycle parking spaces within the car park, adjacent to the entrance to the hotel at level 2. The cycle parking is consistent with the recommendations in the London Plan (FALP, 2015) and is considered to be acceptable.</p> <p><b>Coach and Taxi Parking</b>  There is no dedicated coach or taxi parking provided under the proposal. TfL's dissatisfaction with the arrangements for coach and taxi drop-off is noted. However, there is no requirement to provide dedicated coach parking for hotel proposals of fewer than 50 rooms (FALP 2015 supporting paragraph 6A.9). Moreover, arrivals/departures by coach will be very infrequent and would not necessitate any dedicated provision and in the opinion of the transport officer this will not give rise to any significant disruptions to the operation of the bus stop. Taxi drop-offs can be carried out where the existing parking restrictions permit.</p> <p><b>Conclusion</b>  Transport officers do not object to the proposal. The development is not expected to create any unacceptable impacts on the adjoining road network. The pedestrian access arrangement is unchanged. The servicing and delivery arrangements, including vehicle access, are unchanged. The provision of 3x accessible car parking spaces is consistent with policy (London Plan 6.13). The East Car Park will absorb the generated car parking demand under the proposed and thus prevent any undue</p>	

No.	Stakeholder	Question/Comment	Response
		impacts on the capacity of the adjoining CPZ. The cycle parking provision is satisfactory.	
	<b>Waste Management</b>	<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>Also we require the business to ensure that all area around the site are managed correctly by the managing agent to keep areas clean of litter and detritus at all times.</p> <p>The waste collection point will need to be at rear of the property from the service yard and will need to be accessible for refuse collection vehicles to enter and exit safely.</p>	Noted and an informative attached.
	<b>Carbon Management</b>	1) The energy baseline for the development proposal would have emitted 58.2 tonnes of CO2 per year if building regulations compliant. The scheme is required to deliver a carbon saving of 35% or a new target emissions of 37.83 tonnes of CO2 per year. Following implementation of the Energy Hierarchy (London Plan Policy 5.2) the development delivers a new emissions figure of 43.3 tonnes of CO2 per year which is a shortfall of 5.24 tonnes. The development proposes to offset	Noted, carbon offsetting required through a S106. Condition imposed for compliance with the energy statement, district heating future proofing and BREEAM very good.

No.	Stakeholder	Question/Comment	Response
		<p>these emissions as set out in policy. As such the development will be expected to make a contribution of £14,148.00 towards carbon reduction projects within Haringey.</p> <p>Action: Secure £14,148.00 towards carbon reduction projects within Haringey through s106 agreements for payment at commencement on site.</p> <p>2) The applicant has stated that they will deliver a development wide heating network. This network will be able to be connected to area wide district energy networks at a later date. The Council requires more detail is given on how this connection will be made. This should include maps and technical specification.</p> <p>Action: Provide the operational details of the heat network on the site (pressures and temperatures). The location of the energy centre and ensure that there is space for future heat exchangers. An identified route from the energy centre to the public highway that will be reserved for connectivity to the area wide network on the public highway.</p> <p>3) The energy strategy sets out how the carbon reduction will be achieved on this scheme. The Council will need to ensure that the development is delivered as set out in the energy strategy and designed.</p> <p>Action: To condition the delivery of the energy strategy as set out in this document (Title: The Energy Strategy</p>	



No.	Stakeholder	Question/Comment	Response
		<p>(issue 2); By: MRB Energy and Sustainability; Date: 13th August 2015) . This should include:</p> <ul style="list-style-type: none"> <li>- The location of the energy centre and site wide heating network operations;</li> <li>- 50m2 of solar PV on the roof of the development.</li> </ul> <p>Any alterations to this strategy should be submitted to the Council for approval.</p> <p>There is nothing on the sustainability assessment for the scheme (although they do say they will achieve the policy requirement of “very good” BREEAM. This should also be conditioned through a post construction certificate.</p>	
	<b>Conservation Officer</b>	I have reviewed the proposals and consider them to have no additional impact on the setting of the conservation area. It is, therefore, acceptable from a conservation point of view.	Noted
	<b>SUDS Officer</b>	Not satisfied with the current drainage proposals. The proposal should comply with the London Plan drainage policies.	A condition has been imposed requiring further details of the drainage runoff rates which should not be more than three times the calculated greenfield rate.
	<b>EXTERNAL</b>		
	<b>London Underground</b>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:</p> <p>the development will not have any detrimental effect on</p>	Condition and informative attached as requested.

No.	Stakeholder	Question/Comment	Response
		<p>our tunnels and structures either in the short or long term  <input type="checkbox"/> the design must be such that the loading imposed on our tunnels or structures is not increased or removed  <input type="checkbox"/> we offer no right of support to the development or land</p> <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design, method statements and load calculations (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which:  provide details on all structures accommodate the location of the existing London Underground structures and tunnels accommodate ground movement arising from the construction thereof and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.</p> <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport</p>	

No.	Stakeholder	Question/Comment	Response
		<p>infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p> <p>We also ask that the following informative is added:</p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; and construction methods.</p>	
	<b>TFL</b>	<p>In principle TfL has no objection to this application, however, TfL have the following comments:  TfL are content with the quantum of cycle parking. Although no maximum standards are set for hotel car parking provision, the following approach is recommended considering the site's excellent PTAL of 6. In locations with a PTAL of 4-6, on-site provision should be limited to operational needs, parking for disabled people and that required by taxis, coaches and delivery/servicing. Any additional parking should be justified by the applicant.</p> <p>TfL are dissatisfied with the arrangements for coach and taxi drop-off. the applicant has proposed "The Bus Stops on the A205 High Road have wide yellow line running along their length which does not preclude private coaches and taxis from using them. The bus stops in question are both in order of 40 metres in length, therefore occasional use by private coaches and taxis will not create untoward obstruction to regular buses".</p>	<p>These comments are addressed in the Transportation Team's response and paragraph 6.5.6 above.</p>

No.	Stakeholder	Question/Comment	Response
		<p>However, the bus stop in question (Wood Green Shopping City Stop J) has been reduced in size since the redevelopment works on Wood Green High Road and New Street furniture has been placed on the highway. TfL cannot condone taxi's or coaches waiting or serving this stop. At present if two buses are serving this stop then nothing can pass due to the new traffic island adjacent to the stop. TfL requires the applicant to determine a new plan for coach and taxi parking. TfL are satisfied that the delivery and servicing will remain the same as it currently is through the use of existing access through Pelham Road</p> <p>TfL requests that the applicant submit a construction statement in order to ensure that construction does not affect the SRN adjacent to the site</p> <p>Until the matters above are resolved TfL cannot approve this application</p>	
	<p><b>Design Out Crime Officer</b></p>	<p>No objection to the proposals and they appear to make a good use of this space and increase lawful and proper use of the High Road and Commercial areas. The Architect for the scheme consulted with me and gave opportunity to comment on their drawings and design and I have few concerns.</p> <p>I can give further advice as required throughout the lifetime of the build and it will be appropriate to include the standards of the Secured by Design scheme to some aspects of the hotel.</p>	<p>Noted</p>
	<p><b>Thames Water</b></p>	<p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or</p>	

No.	Stakeholder	Question/Comment	Response
		<p>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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <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</p>	

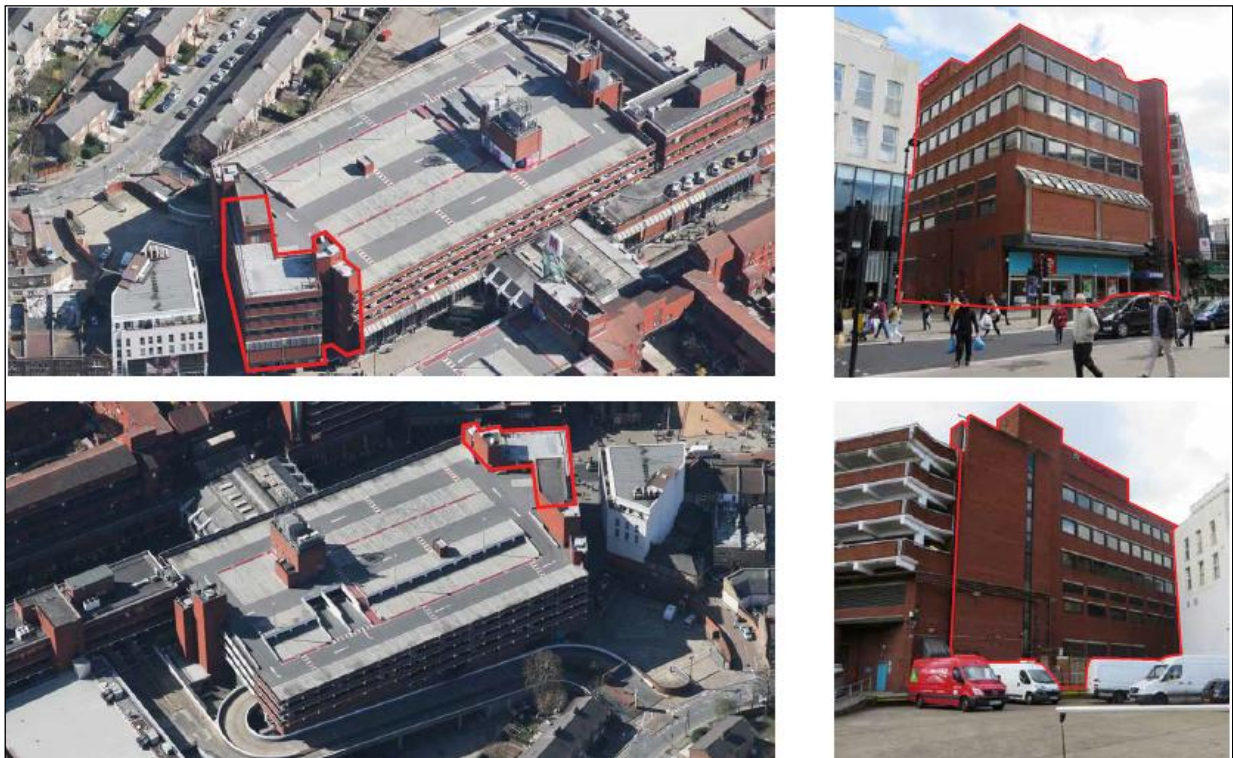
No.	Stakeholder	Question/Comment	Response
		minimum pressure in the design of the proposed development.	
	<b>NEIGHBOURING PROPERTIES</b>		
		<p><b>Loss of privacy</b></p> <ul style="list-style-type: none"> <li>• The nine residential properties in Portman House will be overlooked considerably by this proposal</li> <li>• The change to an office use would mean overlooking in the evenings and at weekends from the existing windows</li> <li>• All of the bedroom windows being only a few metres away</li> <li>• Think that a hotel is preferable to it being turned into residential units but hope that window treatments that will obscure the view will be considered.</li> </ul>	The impact on the proposal on privacy is addressed in paragraph 6.3.2.

## Appendix 3 Plans and images

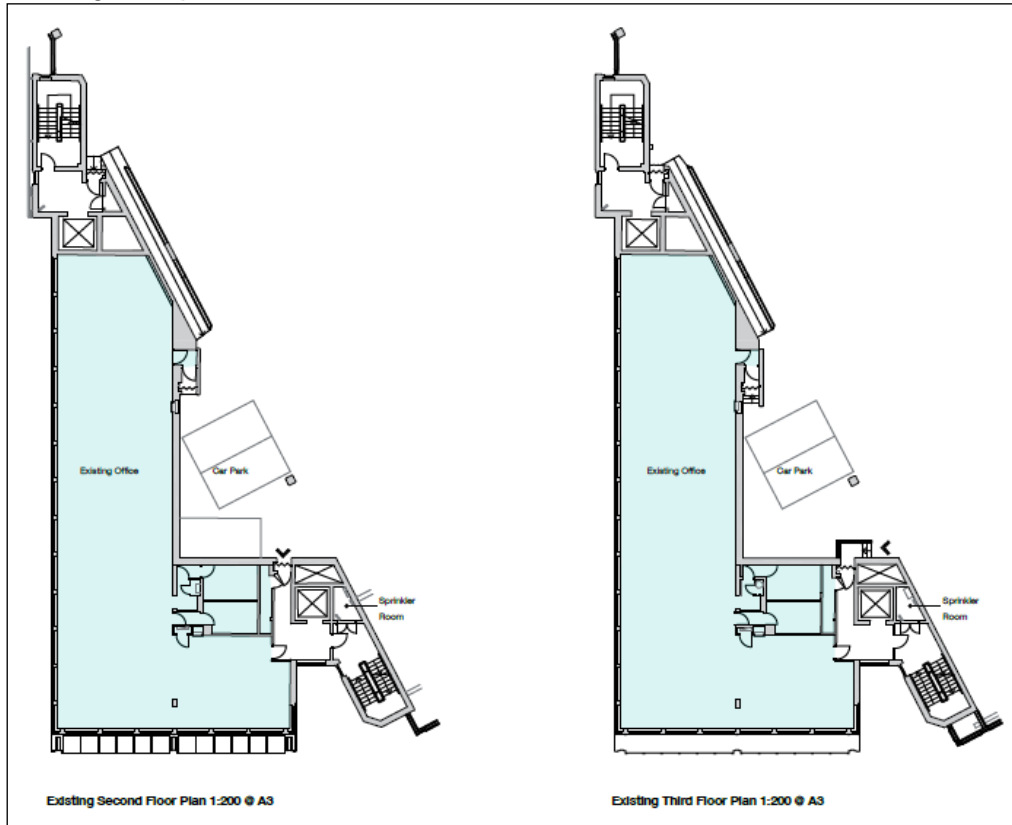
### Site Location Plan



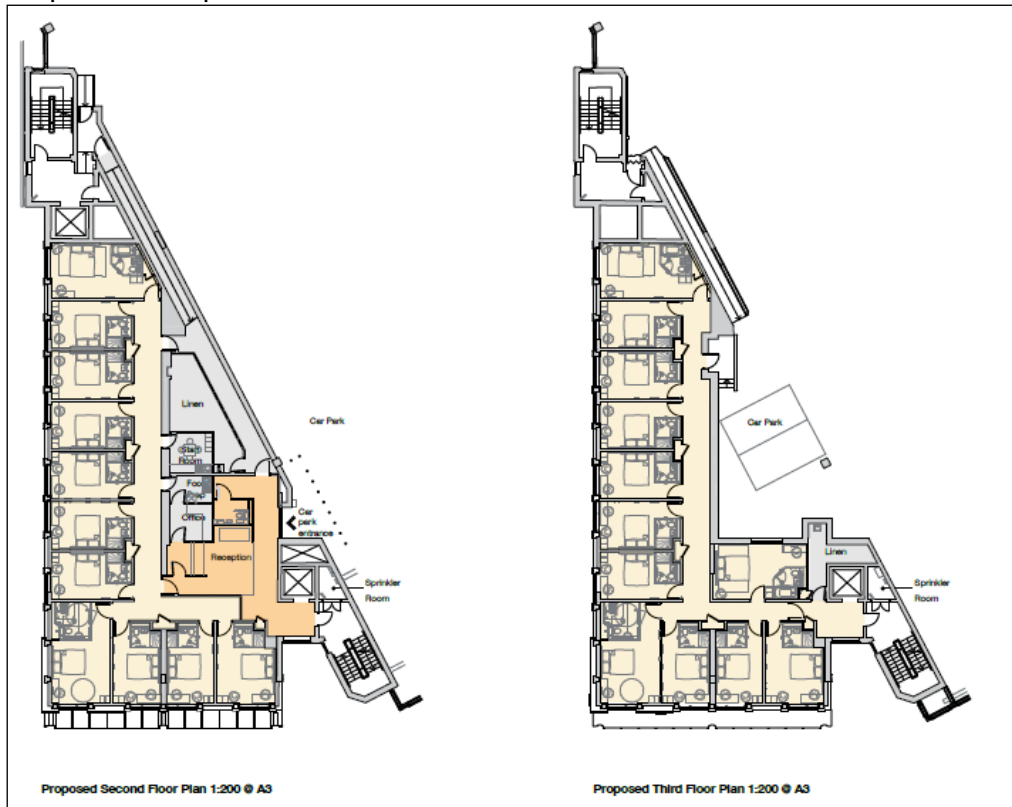
### Existing photos



Existing floor plans



Proposed floor plans





Proposed north elevation



Proposed west and south elevations



Artist's impression

