

APPENDIX 4 – INTERNAL CONSULTEES

INTERNAL CONSULTEE	COMMENT	OFFICER RESPONSE
LBH Waste Management	<p>Further to your request concerning the above planning application I have the following comments to make:</p> <ul style="list-style-type: none"> - Wheelie bins or bulk waste containers must be provided for household collections. - Bulk waste containers must be located no further than 10 metres from the point of collection. - Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. - If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. - Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. - All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. - If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. - Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. - Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. <p>Other comments as follows:</p> <p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following and the management of the placement of bins on collection day must be as stated in the application provided. Bins must be placed no further than 10 meters from the waste collection vehicle and vehicles must be able</p>	<p>Comments Noted. Waste issues are addressed in Section 6 of the report.</p>

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	<p>to enter and exit the site using forward motions only.</p> <p>Guidance for this application has been highlighted above and below.</p> <ul style="list-style-type: none"> • 24 x 1100L Euro bins for refuse • 15 x 1100L Euro bins for recycling • 10 x 140L Food waste bins • 146 x Food waste kitchen caddy's <p>Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Hornsey Town Hall N8 on the estate itself. Commercial waste will need to be stored separately from residential waste. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <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>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection as although it would seem consideration has been made in relation to storage and collection the below points are still unclear.</p> <ul style="list-style-type: none"> • Waste receptacles will need to be within 10 Metres pulling distance of collection vehicle. • There needs to be allocation of the above receptacles for residential use alone. • Commercial waste is stored separately and collection arrangements are made separately so as no confusion is made on collection days. • Food waste storage will need to be 140L capacity receptacles. 	
<p>LBH Economic Development</p>	<p>Thank you for providing us the opportunity to comment on the outline planning application related to the Hornsey Town Hall at The Broadway N8. Below are our comments from an economic development perspective.</p>	<p>Comment Noted. The principle of the</p>

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	<p>We reiterate that the Council places great importance on creation of:</p> <ul style="list-style-type: none"> o workspace provision. o number and range of job and training opportunities that can be made available to local people. <p>We understand that the former Town Hall has largely been vacant or underused in employment terms for many years. The proposed development is likely to generate overall more jobs and a wider range of jobs including entry-level job particularly in the hospitality/catering sector. The potential provision of co-working space - although somewhat limited - is welcomed in light of the office market demand trend for creatives and those in the media/digital-related sector.</p> <p>To support this sector, the Council requires new developments/redevelopments to provide ultrafast infrastructure and connections. (Developers should therefore include appropriately designed ducts/risers/access points to their sites and across their sites).</p> <p>If planning consent is to be granted, we would like the developer to work closely pre-and post-construction, with the Haringey Employment & Recruitment Partnership (HERP) – which incorporates partners such as Haringey Council, Jobcentre Plus, and the College of Haringey, Enfield and North East London to address training and skilling issues identified in the Haringey Growth Strategy.</p>	<p>hotel use and the economic contribution of the proposal are addressed in Principle and Hotel Quality section of the report.</p>
<p>LBH Principal Conservation Officer</p>	<p>Planning Pre-mission and Town Hall Listed Building Consent</p> <p>BACKGROUND:</p> <ol style="list-style-type: none"> 1. Hornsey Town Hall is a grade II* building within the Crouch End Conservation Area. The building forms part of a group of civic structures that include the Broadway Annexe (grade II), Broadway House (grade II) and the Hornsey Library (grade II). The Town Hall square is an open space that forms the centre piece of this group of civic buildings in the heart of Crouch End Broadway. 2. The applicant, in support of the application, has submitted a Design and Statement and a Historic Building report. I have reviewed these documents from a conservation point of view along with other planning documents and have considered the impact of the development in accordance with the Council's statutory duty as per Planning (Listed Buildings and Conservation Areas) Act, 1990. I have been also involved in the pre-application discussions. There have been previous applications to secure the use of the 	<p>Comment Noted. The conservation impacts of the proposal are addressed in the heritage section of the report.</p>

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	<p>building along with additional development on site- HGY/2010/0500 approved in December 2010 and further variations in 2013 (HGY/2013/0694; HGY/2013/1384 and HGY/2013/1383).</p> <p>COMMENTS:</p> <p>Assessment of Significance:</p> <p>Hornsey Town Hall</p> <p>3. Hornsey Town Hall was designed by the New Zealand architect R H Uren in 1935. It forms the centre piece of a Civic square flanked by the Gas Board (Broadway House, grade II) and Electricity Board Showroom (Broadway Annexe, grade II). Uren was a RIBA Architecture medal winner and this was the first town hall in Britain modelled on Dudock’s seminal Town Hall at Hilversum. The building was an important influence on others build subsequently. The building is grade II* listed and hence has higher significance nationally as only 6% of all listed buildings are grade II*.</p> <p>4. The building was to be the new home for Metropolitan borough of Hornsey, replacing the one in Highgate. The building combined the International modernist style with the English Arts and Craft style with excellent display of craftsmanship evident in both exterior and interior features of the building.</p> <p>5. The building is two storeys with an ‘L’ shaped footprint, built in handmade pinkish bricks with stone dressings, flat roofs and stone coped parapets. The narrower wing to the south side has a setback flat roof and both the Assembly Hall and the Council Chambers have hipped tile roofs. A tall rectangular tower marks the junction of the two wings. The main block has long first floor windows with bronze bars and guards and bronze balcony to 3 central windows. On the ground floor, a wide triple entrance with rusticated brickwork is flanked by plain windows. The tower has a large door with carved stone surround below a copper-grilled window with bronze hood. To the rear, there are round-cornered canopies to entrances flanking the stair tower which has curved full-height window with glazing bars.</p> <p>6. Interior decoration and furnishing were all custom designed as part of the original conception and much is still preserved including: floor surfaces; wall cladding; columns; doors, light-fittings; imperial main stair with decorative openwork metal balustrade; and inlaid wood-panelled walls (with clocks), cupboards, and bookcases to Borough Engineer's Office, Room 108, former Mayor's Parlour and Committee Room. Council Chamber retains original seats and desks, set in half-round.</p>	
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	<p>7. Overall, the building's significance is high and is derived from the following values as per Historic England's 'Conservation Principles, Policies and guidance':</p> <ul style="list-style-type: none"> • Evidential Value: High quality surviving interiors of an architectural style and period (high). • Historical Value: Municipal centre of Hornsey from 1935 until 1965 and thereafter a place of local entertainment (high). • Aesthetic Value: High architectural interest as a combination of Internal Modern style and Arts and Crafts with excellent craftsmanship displayed externally and internally. The building became a pioneer of its type in England for years to come (high). • Communal Value: Association with R H Uren and general association with the locals as a place for ceremonies and public events (high) <p>8. Despite being an extremely important asset to the borough, the building unfortunately has, since 2000, been on the Historic England's 'At Risk' Register. Its condition is described as 'Poor' and there has been a general lack of investment towards the maintenance and upkeep of the building. Although interim uses such as Hornsey Arts Centre, work spaces and artist studios have helped to provide some monetary assistance towards immediate repairs, there is a backlog of more comprehensive repair works to the building.</p> <p>Setting of Hornsey Town Hall</p> <p>9. The building's setting also adds considerably to its significance. The forecourt includes a public square with its original Uren designed circular fountain with the Gas Board (Broadway House, grade II) and Electricity Board Showroom (Broadway Annexe, grade II) flanking either side of it. This forms a distinct centrepiece within the otherwise Victorian and Edwardian town centre.</p> <p>10. To the rear, the post-war modernist Library building (grade II) forms another dimension of the Civic setting of the town hall along Haringey Park. Beyond that the residential hinterland characterised by late Victorian and Edwardian terraces forms the wider setting of the building. The immediate setting however is compromised by the tarmac and the now demolished rear annexe building. This was a pre-fabricated porta-cabin block that detracted from the setting of the building. The site now lies empty with a plinth structure still remaining.</p> <p>11. The Clinic building is located to the north eastern corner of the site, built in 1932. The building is Edwardian in style with red brick and stone dressings. Whilst not listed in its own right it is considered to have modest aesthetic significance that contributes positively to the setting of the Town Hall. The building</p>	
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	<p>was agreed to be demolished as part of the previous application. Crouch End Conservation Area</p> <p>12. The Crouch End Conservation Area is centred on the Crouch End town centre that includes the Broadway and contains the former Hornsey Town Hall, associated Civic buildings and Hornsey Central Library. The clock tower provides the town centre with a notable and memorable landmark.</p> <p>13. Crouch End Town Centre forms the retail, commercial and social core of the conservation area. Its street pattern has a very distinctive and broadly consistent late Victorian and early Edwardian character and appearance, interrupted by a few later infill buildings. The urban pattern is that of fine grain two and three storey terraces with shops on the ground floor and either residential or commercial accommodation above. Building materials vary but the most common are red brick with contrasting stone and stucco, often in horizontal stripes, used elaborately.</p> <p>14. Paragraph 4.3 of the Crouch End Conservation Area Appraisal (Adopted 2010) states “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. The public square to the west of the former Town Hall is an important, but currently underused, undervalued and poorly designed civic open space in a key position at the centre of The Broadway.” Its further states in paragraph 4.20 “The public square was originally formed to set back the Town Hall from the street frontage to give it some dignity in a formal setting and to provide parking spaces. Although the parking spaces were later removed the space currently does little to enhance the setting of the surrounding listed buildings because its layout makes it difficult to use as a unified space.”</p> <p>15. Paragraph 4.14 of the same document states “The otherwise continuous retail frontage is interrupted mid-way by the public square around which are grouped the former electricity and gas showrooms and the former Town Hall, that form a group of statutory listed former civic buildings of considerable townscape value. Paragraph 4.15 also states “The rear of the Town Hall site is generally in relatively poor condition with areas of parking and garages for the Library to the south of the Town Hall.”</p> <p>16. It is clear that the appraisal acknowledged the townscape importance of the civic buildings within its town centre but also highlighted the underused and unkempt nature of the Town square as well as the rear car park, that detract from the setting of this important group. It could therefore be concluded that the civic buildings including the town hall are significant in their contribution to the character and appearance of the conservation area, whereas the rear car park and the town hall square are areas that would need</p>	
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	<p>enhancement.</p> <p>17. Additionally, referring to the Weston Clinic, paragraph 4.26 states “This building is of architectural merit and makes a positive contribution to the group of municipal buildings in this part of the conservation area”. Its contribution was recognised but was agreed to be demolished as part of the previous application.</p> <p>18. Overall, it is concluded that the significance of the civic buildings including the Clinic make a positive contribution to the conservation area and that there is scope of enhancement within the car park and the public square. Demolition:</p> <p>19. Similar to the previously approved application, this proposal too seeks the demolition of the Clinic building. This building has modest significance but would enable the comprehensive delivery of proposed master plan that would include two residential blocks to the rear of the Town Hall. This loss is regrettable as the building does have some value and contributes positively to the conservation area. However, given the previous approval for demolition and the current proposal, I agree that the scheme would be heavily compromised if this building were to be retained. The demolition would cause modest harm to the conservation area and the setting of the listed building. However, this harm would be inevitable in order to deliver the scheme. The impact of the demolition has been discussed in detail in the relevant section below.</p> <p>Proposed development</p> <p>20. As stated before, the Town Hall has been on the ‘Risk’ register since 2000. The proposed scheme intends to deliver a sustainable future use of the building including its restoration and conversion. In addition, two residential blocks are proposed to the rear to facilitate the refurbishment of the building and the site and to bring them back to new uses.</p> <p>Town Hall proposals</p> <p>21. The scheme would entail the conversion of the town hall to a mixed-use building, comprising café/restaurants, a hotel, a performance space and co-working offices, with community uses in the principal spaces including the Foyer, the Assembly Hall, the Council Chamber, the Committee Rooms and the Mayor’s Parlour.</p>	
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	<p>22. There are firstly, interventions relating to the permeability and accessibility of the building. These are proposed to be resolved in the following manner:</p> <p>a. Insertion of lifts, ramps and passenger lift: This would be to the benefit of the future users making the building more accessible. The locations have been chosen carefully in order to cause minimum harm to the fabric of the building. The ramp to the front leading from the square into the Town Hall will allow the uses within the Town hall to spill out to the wider area. Whilst some minor harm would be caused due to loss of some historic fabric, this will be outweighed by the benefits of the new uses and enhanced accessibility.</p> <p>b. Dropping cill heights of windows of the ground floor west wing facing the ‘square’: This scheme proposes to install doors on the dropped cills to facilitate uses and activities between the Town Hall and the Square and connect the West Wing to the public realm. This will lead to some loss of historic fabric and minor alteration to the overall composition of the building. However, the foundation stone would be retained and the cill height of the end window would be remain as original. This will retain the general symmetry of the elevation. The minor harm would be mitigated by ensuring that the design of the new doors respects the fenestration pattern of the windows and by facilitating the new uses and activities within the west wing.</p> <p>c. Provision of doors from the Town Hall Lobby into works space areas: Similar to above, this will facilitate the accessibility of the building without causing harm to the fabric of the building and will be considered as an enhancement.</p> <p>23. With regards to the Assembly Hall, the proposals include introduction of two new performance spaces with bleacher seating to the rear. The first floor performance space will be accessed from the committee rooms and could also be used as a cinema room for small screenings. This would require a small part of the wall in the committee room corridor to be demolished and a roof light to be raised. Given the improvement on the functionality and accessibility of this space and the limited harm caused to the significance of the building, the proposal would be acceptable. Overall the uses and alteration proposed for the Assembly Hall are considered in keeping with the historic character and aesthetic of the building and would provide a much needed sustainable use for this vast space. The proposals would cause minor harm to the historic fabric but would be considerably outweighed by the repair works and new uses and would be acceptable.</p> <p>24. In addition, the condition survey gives further recommendations on the repair of the building such as extensive repairs to the Assembly Hall roof and further works to the internal fabric of the building in general. This include repair of the 1930s original security grills to the assembly hall entrance. These works</p>	
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	<p>are essential for the repair and refurbishment of the Town Hall and do not involve any alterations to the fabric but localised like for like repair works. As such these works are acceptable subject to further details and methodology statement which should be conditioned.</p> <p>25. The works also propose upgrading of the original windows with introduction of slimline double glazing or secondary glazing. This is especially required within the Assembly Hall and the Council Chambers to increase the acoustic performance of these spaces and to ensure that any future functions do not disturb neighbours. As such the proposal is acceptable in principle but would need to be further assessed based on additional details and methodology and should be conditioned. From a conservation point of view, preference would be secondary glazing.</p> <p>26. The conversion of the eastern wing of the building to a Hotel use is acceptable in principle. The new arrangement of hotel rooms will follow the historic plan form. This is considered to be an improvement on the 2010 approved proposals as it would allow the retention of the original ‘corridor’ style layout. Whilst the works would require considerable works in terms of repositioning and removal of existing partitions, the overall layout is proposed to remain the same with original joinery, ironmongery and other features to be repaired, reused and reinstated. As such the overall proposal would lead to considerable heritage benefits and would be acceptable.</p> <p>27. The scheme also proposes to remove the 1970s extension and replace it with extensions on both sides of the stair well. These extensions are carefully designed for the use of the Hotel. This was also approved in 2010 and therefore is acceptable in principle. The insertion of this roof level extension would cause some harm however, as this would impact the overall architectural composition of the building. It is considered that the removal of the existing temporary roof extension is a considerable heritage benefit that would outweigh the harm. In order to mitigate the harm further, the stepped elevation of the original design should remain distinctly visible and that the new extensions should be built in contrasting materials such as glass or a different coloured brick. This should be conditioned.</p> <p>28. Overall, the scheme is considered to be an improvement on the consented 2010 proposal in the following way:</p> <ul style="list-style-type: none">a. Greater public access to the building by conversion to a hotel and co-working office than to residential use;b. Greater degree of community use, for example to rooms such as the Mayor’s Parlour which was not included as part of the consented scheme;	
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	<p>c. Removal of harmful elements of the consented scheme, such as new balconies subdividing the internal walls of the assembly hall;</p> <p>d. Greater degree of restoration of lost features;</p> <p>e. A more sensitive approach to retaining plan form and features of interest in the more ordinary 1930s parts of the building;</p> <p>f. A more sensitive approach to the public realm fronting the Broadway, including retaining the 1930s fountain in-situ and creating a new scheme inspired by the original design.</p> <p>29. It is considered that the scheme is an improvement to that approved in 2010 and that the proposal would enable the sustainable use of the building and its repair that would enhance its significance.</p> <p>Town Hall Square proposals</p> <p>30. Proposals relating to the Town Hall Square includes the repair of the original fountain designed by Uren and re-landscaping of the area to allow for a greater level of activities in and around the Town Square. These have been designed so that the activities are conducive to the prevailing uses within the town centre and the Broadway. This would enhance the setting of the Town Hall, the listed buildings flanking the square as well as the character and appearance of the conservation area.</p> <p>Residential development</p> <p>31. The proposed new residential development follows on from the previously approved scheme in terms of the layout, footprint and positioning. However, these blocks are now taller by at least two storeys and this additional massing has been fully assessed as part of the application from a conservation point of view.</p> <p>32. Block A, similar to previous scheme, features four linked pavilions laid out parallel to the site's eastern boundary. The layout allows pedestrian access from Haringey Park and Weston Park, with primary vehicular access from Haringey Park. This enables greater permeability of the site. The architectural form takes its cues from the adjacent residential areas with use of two different types of bricks and pre-cast stone. The details continue on the rest of the site to relate to the rear façade of the Library and Block B. The architectural detailing has been carefully designed taking hints from the Victorian and Edwardian detailing within the wider conservation area. As such the overall architectural language as well as layout is considered to be well thought out and of high quality and would be acceptable in principle.</p>	
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	<p>33. Unlike the approved scheme, however, the massing of Block A is now increased from four to seven storeys creating a taller element in the central section of the block. At seven storeys, the block is considered to be a ‘taller’ building that is likely to dominate the setting the rear of the Town Hall and the Library. The flank elevation of Block A, with the greater height, would be visible from Haringey Park and is likely to compete with the front elevation of the grade II Listed Library. However, given the relatively large and civic scale of the Library and the Town Hall, and the distance from the block, the impact is considered to be less and would not harm the immediate surrounding of these listed buildings.</p> <p>34. Block A would also be visible from various views within the conservation area that is characterised primarily with two and three storey terraces. It essentially introduces a more urban scale within the ‘residential hinterland’ to the town centre and civic centre of the Broadway. As such, the block’s relationship with the immediate surrounding in terms of massing is considered to be poor and would cause harm to the character and significance of the conservation area. The NPPF paragraphs 132-134 require an Authority to “give great weight to the asset’s conservation” and to assess the degree of harm as ‘substantial’ or ‘less than substantial’. The NPPG gives further understanding of the two categories and imply that “in determining whether works to a listed building {or heritage assets} constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest.” It further goes on to state that “It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed.”</p> <p>35. The degree of harm has been assessed as per the NPPF and NPPG and it is considered that the proposed development would not cause total loss of the conservation area’s significance or its setting and thus is quantified as ‘less than substantial’ as per NPPF.</p> <p>36. Block B, similar to the approved scheme, is located immediately east of the eastern wing of the Town Hall. The rear of the eastern wing of the Town Hall is considered to be less significant than the western part of the rear elevation and as such the positioning of the block at this location is considered to be acceptable in principle. However, at seven storeys, Block B would result in a dominant form of massing that would detract from the immediate setting of both the Town Hall and Library. Following previous concerns raised, the massing of the block, whilst still seven storeys, has been reduced so that it is no longer visible from the front of the Town Hall when viewed from the Broadway. To the rear, the block’s close proximity to the Library means that the block will dominate, and therefore harm, the setting of the Library building too. As per paragraph 34 above, the harm has been assessed under NPPF paragraphs 132- 134 and as per the NPPG. It is considered that the proposed development will not cause total loss of significance of either of the two buildings or their setting. Therefore the harm is quantified to less than</p>	
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	<p>substantial..</p> <p>37. In respect of the wider conservation area, the positioning of Block B is such that its impact would be lesser on the character and appearance of the area and would not cause harm to it.</p> <p>38. In comparison, it is considered that the increased height of proposed blocks A and B of the scheme would cause greater level of harm than that envisaged in the scheme approved in 2010. On the other hand, the retention of the corridor layout in the southern part of the Town Hall and the lesser degree of interventions in the Assembly Hall and the Town Hall Square are greater heritage benefits in comparison with the approved scheme.</p> <p>Assessment of Impact</p> <p>39. The Town Hall lost its original use a while ago and unfortunately has been under meanwhile uses for some time. This has caused slow decay of the interiors of the building especially the most significant spaces such as the Assembly Hall and the Council Chambers. To ensure its sustainable future, innovative new uses that comply with contemporary needs and standards would be required and is likely to require a level of intervention.</p> <p>40. Having considered all the works proposed including the details of repair works, it is considered that the overall works relating to the repair and conversion of the Town Hall building are in keeping with its character and significance. Whilst the works would cause minor localised harm, the conversion would unlock the potential of this large building and ensure its long term use. The most significant spaces within the Town Hall will remain in public use and access and would therefore enhance its understanding and appreciation. The hotel use would further ensure the building's sustainable use and allow for the original layout of the eastern wing to be retained. The panelled rooms would be incorporated within the hotel use, allowing for their appreciation and understanding.</p> <p>41. It is clear that the primary objective of the proposal is to achieve the refurbishment and conversion of the Town Hall, whilst preserving the significance and setting of this and related buildings; both to secure the future use of the building and to allow for the overdue repair works that would enable the building to be removed from Historic England's 'At Risk' register. The new use would bring community uses to the building whilst allowing the Hotel to remain in commercial use and generate the income to run the Town Hall that would sustain the use and function of the building.</p>	
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	<p>42. Overall the conversion and refurbishment programme for the Town Hall is considered to be an enhancement to the significance of the Town Hall and would outweigh the minor localised harm caused to the historic fabric of the building. The new uses would also activate the building and the spaces to the rear and front and would enhance the character and appearance of the conservation area. It would be therefore acceptable from a conservation point of view.</p> <p>43. In order to achieve this outcome, the scheme has proposed a facilitating residential development to generate capital to achieve the refurbishment works and the enhancement of the public realm. Similar to the approved application, the current scheme proposes to demolish the Clinic building and introduce two new residential blocks to the rear of the Town Hall.</p> <p>44. The delivery of the new residential block would necessitate the demolition of the Clinic building located at the northern corner. This building is considered to positively contribute to the character and appearance of the conservation area as well as the setting of the listed building. As such, its demolition would cause a modest degree of harm to the heritage assets. It is considered that this harm is inevitable in order to deliver the scheme and as such the harm is justified as per the requirement of NPPF paragraph 132. The heritage benefits of the wider regeneration of the site will outweigh this modest harm (less than substantial as per NPPF 134) and would be acceptable in the instance.</p> <p>45. Unlike the approved scheme, however, the current scheme proposes a greater quantum of development leading to the higher blocks that are deemed to cause less than substantial harm to the character and appearance of the conservation area as well as the setting of the listed buildings. As per the statutory duties and NPPF policies, this harm would need to be balanced against any heritage benefits.</p> <p>46. Paragraph 134 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. This should be read in conjunction with the first part of paragraph 132, which states that when considering the impact of a proposal on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation. This wording reflects the statutory duty in sections 16 (2), 66(1) and 72(1). Paragraph 132 also states that “Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”</p> <p>47. In the Barnwell Manor case, the Court of Appeal held that in enacting section 66(1) (and section 16</p>	
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	<p>(2)), Parliament intended that the desirability of preserving the settings of listed buildings should not simply be given careful consideration but “considerable importance and weight” when carrying out the balancing exercise. This gives rise to a strong statutory presumption against granting planning permission for development which would cause harm to the settings of listed buildings. Even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duty imposed by section 66(1) and section 16 (2).</p> <p>48. There is no doubt that the refurbishment and conversion of the Town Hall, its increase community use and the enhancement to its setting is a considerable heritage benefit, one that would enhance the significance of the listed building as well as the conservation area. The redevelopment of the rear and public realm improvements would further enhance the setting of the heritage assets including the grade II listed Haringey Library and the Crouch End Conservation Area. There are also no doubts that both Blocks A and B have been designed carefully with sensitive architectural detailing and high quality materials which would also improve the setting of the heritage assets to a certain degree. However, the scale and massing of the blocks are considered to be ‘taller’ and not in keeping with the character of the area and are considered to cause harm to the setting of the listed buildings as well as the character and appearance of the conservation area.</p> <p>49. Having given “special regard to the desirability of preserving” the setting of the two listed buildings and the character and appearance of the conservation area as per council’s statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act, 1990 (as altered); it is my conclusion that the proposed massing of blocks A and B would not wholly preserve the special character of the heritage assets and would, as set out above, cause less than substantial harm. As per paragraph 132, the applicants have justified this harm on the basis of viability of the uses and the delivery of the whole scheme.</p> <p>50. As per NPPF 134, I have given great weight to the less than substantial harm caused, and assessed the harm against the public benefits of the proposal, including its optimum viable use. I consider that the heritage benefits owing to the refurbishment of the Town Hall, its sustainable future use, improvement in public realm within the immediate setting and the high quality design of the new development would be considered to outweigh the less than substantial harm caused by the scale and massing of the development. On balance, therefore, the proposal would therefore be acceptable.</p> <p>51. It is extremely important, however, that the delivery of the Town Hall is phased and closely tied in with the delivery of the residential development so that appropriate capital required to undertake the works</p>	
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	<p>to the Hall can be generated from the sale of the residential blocks. This should be agreed legally as part of a Section 106 agreement.</p> <p>CONCLUSION:</p> <p>52. As per discussion above, I conclude that on balance, the heritage benefits do outweigh the less than substantial harm caused by the increased massing of Blocks A and B on the setting of the Town Hall (II*) and Library (II) as well as the character and appearance of the Crouch End conservation area.</p> <p>53. If minded to approve, the Council should refer to the conditions requested by Historic England and include them as part of any consents or permissions.</p> <p><u>BROADWAY ANNEX</u></p> <p>BACKGROUND:</p> <p>1. Broadway Annexe is a grade II listed building within the Crouch End Conservation Area forming part of a group civic buildings designed around a central open space, known as the Town Hall Square. Hornsey Town Hall is a grade II* building that forms part of a group of civic structures that include the Broadway House (grade II) and the Hornsey Library (grade II). The Town hall building is subject to a separate listed building consent and planning permission to allow for its conversion and refurbishment as part of the wider regeneration of the civic square.</p> <p>2. The applicant, in support of the application, has submitted a Design and Statement and a Historic Building report. I have reviewed these documents from a conservation point of view along with other planning documents and have considered the impact of the development in accordance with the Council's statutory duty as per Planning (Listed Buildings and Conservation Areas) Act, 1990. I have been also involved in the pre-application discussions. There have been previous applications to secure the use of the Town Hall building along with additional development on site and the refurbishment of the Broadway Annexe - HGY/2010/0500 approved in December 2010 and further variations in 2013 (HGY/2013/0694; HGY/2013/1384 and HGY/2013/1383).</p> <p>COMMENTS:</p> <p>Assessment of Significance:</p>	
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	<p>3. Shortly following the construction of Hornsey Town Hall by the New Zealand architect R H Uren in 1935, additional utilities offices were erected on either side of the Town Hall forecourt. Formerly known as Electricity and Gas Showrooms (Broadway Annexe and Broadway House respectively) these buildings were also constructed in brick with stonework details by Ayers, and formed a pleasing inter-war composition with the Town Hall as its dominant centrepiece.</p> <p>4. The Electricity Showrooms to the north of the forecourt were built on the site of 26 The Broadway by Slater, Moberly and Uren in 1937-39, and incorporated the former telephone exchange building. The applicant's Historic Building Report, section 2.2.3 states that 'The principal elevation featured Ayers's stone detailing at the principal entrance bay, as well as banding, sills, lintels and coping in Portland stone. A long range of showroom windows were placed at the west end of the ground floor facing the forecourt, while the remaining fenestration complemented the design of the town hall building. Internally the building featured a circular foyer, large showroom and demonstration room with stage at the ground floor, and offices at the upper floors.'</p> <p>5. The building is divided into two sections- the Electricity Supply Showroom (western block) and the Telephone Exchange (eastern block). The rear elevation of this building is utilitarian comprising two number of two storey blocks, both faced in red brick. The ground floor of the former the Telephone Exchange has been entirely modernised by the insertion of dropped ceilings which cut across windows and by glazed partitions. The first and second floors have also been modernised with some historic features such as cornice and architrave still retained. These are of simple design and of limited interest.</p> <p>6. The west block links to the telephone exchange with a circular foyer, creating a 'knuckle' between the two blocks. Here, its original 1930s finishes remain, as does its main terrazzo staircase beyond. The office spaces within the west block largely retain their 1930s configuration, however, these are very utilitarian spaces and other than the door ironmongery, no interesting features or fittings. The ground floor of the west block is also modernised and has lost most of the original features and contains a restaurant.</p> <p>7. Overall, the building's significance is medium and is derived from the following values as per Historic England's 'Conservation Principles, Policies and guidance':</p> <ul style="list-style-type: none">• Evidential Value: Partly surviving interiors of an architectural style and period (medium).• Historical Value: Associated with the municipal centre of Hornsey from 1935 until 1965 (medium).	
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	<ul style="list-style-type: none"> • Aesthetic Value: Medium interest as forming a group with the Town Hall and of a similar architectural language (medium). • Communal Value: Association with R H Uren and general association with the locals as a civic centre (medium) <p>8. The building also forms a group along with the Town Hall and contributes to the significance of the civic square within the conservation area. As such the building also contributes positively to the character and appearance of the conservation area.</p> <p>Proposed development</p> <p>9. As stated above, the building already contains a restaurant within western block. The scheme proposes an additional restaurant to the east block at ground floor level. This will allow for an active frontage along this edge of the Town Hall Square, increasing activities within the area.</p> <p>10. The upper level would be converted to residential flats. This will require a higher level of intervention and refurbishment but these would be considered to be in keeping with the building and are acceptable. The works would ensure that the building is made safe with all asbestos removed.</p> <p>11. The works also require an additional floor in the loft space. Given the limited interest of the space and lack of surviving architectural detailing the conversion would not cause any harm to the significance of the building. The new use would ensure the longevity of the building and sustain its use for the future.</p> <p>Assessment of Impact</p> <p>12. It is considered that the overall works relating to the repair and conversion of the Broadway Annexe will enhance the significance of the building and not cause any harm to it. In coming to this conclusion I have given “special regard to the desirability of preserving any features of special architectural or historic interest which it (the building) possesses” and its impact on the setting of other listed buildings as well as the character and appearance of the conservation area, as per council’s statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act, 1990 (as altered). In my opinion the proposed works would not cause any harm to the heritage assets or their setting and would be acceptable from a conservation point of view.</p> <p>Conditions:</p>	
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	<p>13. The following conditions should be attached:</p> <p>a. All works should be made good to match the existing fabric in colour, material and texture. If works cause any un-intentional harm to the existing fabric, this should be repaired or replicated to match existing.</p> <p>b. Any hidden historic features (internal or external) which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Prior to the resumption of works in the relevant area of the building, the developer shall await the Local Planning Authority’s written instructions concerning the retention and/or proper recording of any relevant feature(s).</p> <p>c. Prior to the commencement of relevant works, a detailed schedule of works and methodology for all new works and repair and/or reinstatement works to the historic fabric including, staircase, plastering, doors, architraves, windows, glass, joinery, metal and paint work as well as any masonry work should be submitted to be to the Council for further consideration.</p> <p>d. Prior to the commencement of the relevant works, details and specifications for asbestos removal, mechanical ventilation, services, proposed fire protection and sound insulation should be submitted to the Council for further consideration.</p> <p>Hornsey Library</p> <p>1. The proposal is for demolition of an electric sub-station and an energy centre which are within the curtilage of the building. These structures are later and do not contribute to the setting of the listed building or the conservation area. The demolition is proposed to enable the development of the residential scheme and provide a new through route to West Park. This was also approved as part of the previous application. The demolition would not cause harm to the conservation area and the setting of the listed building. The impact of the demolition has been discussed in detail in the relevant section below.</p> <p>2. It is considered that the proposed demolition works would not cause harm to the setting of the listed building or the conservation area. In coming to this conclusion I have given “special regard to the desirability of preserving any features of special architectural or historic interest which it (the building) possesses” and its impact on the setting of other listed buildings as well as the character and appearance of the conservation area, as per council’s statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act, 1990 (as altered). In my opinion the proposed works would not cause any harm to the heritage assets or their setting and would be</p>	
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	acceptable from a conservation point of view.	
LBH Transportation Group	<p>The proposed site is located in an area with a Medium Public Transport Accessibility Level (PTAL 3), the site is served by 6 bus routes (41,91, W3, W5 and W7) which provides good connectivity to Archway Underground and Finsbury Park, bus, rail and underground station. The site has a number of vehicular and pedestrian access, with vehicular access via Haringey Park, Western Park and Hatherley Gardens, pedestrian access is also via the above roads and via Crouch End Broadway. The site falls within the Crouch End "A" controlled parking zone (CPZ), which operates Monday to Friday between 10:00am – 12:00noon and provides some on-street parking control.</p> <p>The area surrounding the site has been identified as suffering from high car parking pressures which has significant adverse effect on residential amenity". This has been confirmed by numerous car parking surveys, which have been conducted in the local area. The applicant has conducted car parking surveys which were conducted on Wednesday 28th June and Thursday the 4th July 2017, the results of the surveys concluded that the on street car parking stress was approximately 93% in the surveyed area. The site currently has planning permission, planning application number HGY/2010/0500 for the refurbishment of the Town Hall to provide a range of uses including (B1, D1, A3 and A4) and redevelopment of the car park to the rear of the building to provide a total of 123 residential units comprising (35x1, 61x2, 20x3 and 4x4 bed units) including the provision of 47 car parking spaces at basement level and associated cycle storage.</p> <p>The current planning application is proposing to: Refurbishment and change the use of the Hornsey Town Hall from B1 Use and Sui-Generis Use to a mixed use scheme comprising a hotel (Use Class C1), food and beverage uses (Use Classes A3 and A4), community uses (Use Class D1, D2 and Sui-Generis Use) and co-working use (Use Class B1). Use of the Town Hall roof terrace as a bar (Use Class A4). Removal of east wing extension and erection of east wing roof extensions to the Town Hall. Change of use of the ground floor of Broadway Annex Building East to food and beverage use/drinking establishment use (Use Class A3/A4). Provision of 146 residential units comprising and associated car parking at basement level; alterations and landscaping improvements to the town hall square and open spaces and provision of long stay and short stay cycle parking.</p> <p>The applicant's transport consultant Transport Planning and Highways Solution (TPHS) has produced a transport assessment in support of the proposed application, it is to be noted that as the site already has planning permission and the impact of the existing planning permission has already been assessed and</p>	Comments noted. Transportation issues are addressed in the Transport and Highways section of the report.

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	<p>considered acceptable subject to conditions and S.106/S.278 obligations, we will only be considering the impacts of the addition trips and parking demand generated by the development proposal and the impact on the local highways and transportation network in relation to the current base situation, (parking conditions and traffic on the local network and impact on the local bus routes).</p> <p>In relation to the current scheme and the 8,003sqm of non-residential floor space proposed, the applicant is proposing that the floor spaces will be utilised by four different land uses, Hotel, community, employment and café/restaurant. These four uses and the 146 residential units will form the basis of our assessment of the proposed development.</p> <p>Using sites from the TRCIS trip forecast database the applicant has predicted that the proposed development would generate a total of 92 in/out persons trip rates during the Am park period and 91 in/out persons trip rate in the Pm peak period, with a total of 897-day trips for the residential aspect of the development.</p> <p>The applicant has used the journey to work information from the (Haringey Super Output area 034B) which suggest that the residential aspect of the development would only have a 20% car mode share. We have considered that the car mode share is low, however, as the development proposal will be car capped with only 45 car parking spaces proposed for the 146 residential units which is 0.31 car parking spaces units per unit. In addition, whilst the TA seeks to rebalance the car mode share we have considered that the 20% car mode share represents the worst case scenario and the assessment should have been based on the worst case scenario.</p> <p>The hotel trip generation is based on 2,998sqm (67 rooms) will generate some 15 in/out trips during the Am peak periods, 38 in/out persons trips during the Pm peak periods and 549 persons trips over the day, it is to be noted that as car parking spaces are not being provided for the hotel, the majority of the trips will be by sustainable modes of transport, the modal split data suggest that 36.49% of visitors will travel to the site by underground and 34.82% will walk. We have considered that the walking mode share is too high and is not fully representative of the actual mode share as whilst they may arrive at the development walking, most of these trips will be by bus, this is similar to the underground trips, considering the proximity of the underground station to the development the majority of the trips to the site will be via one of the bus routes linking the site to Finsbury Park and Archway underground station.</p> <p>Community use Trip generation is based on 3,653 sqm, the use is based on a community arts-based use, art galleries/ museums/ exhibitions/ cinemas, community centres, exhibition centres and theatres. The proposed floor spaces would have a capacity to accommodate up to 1,154 persons, this represents the</p>	
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	<p>worst case scenario and will form the basis of the assessment. It is to be noted that the majority of the trips will occur outside the Am peak periods, however some of the arrival will overlap with the evening peak period. This is the element of the proposal which is likely to generate the majority of the trips to the site and the potential displaced parking demand onto the local highways network as only disable car parking spaces will be available for this element of the development. The Transport Assessment has not provided a worst case assessment for a day time event, including events such as a conference or wedding. We will require the developer to provide an event management plan to mitigate the impacts of the trips generated by this element of the proposal, this must be secured by a S.106 agreement.</p> <p>Co-working space of 588sqm, the trip rates presented in the transport assessment are lower than expected however we have considered that as this element of the proposal will not have any access to off street car parking spaces other than disable car users on a pre-arranged basis, hence the majority of the trips will be by sustainable modes of transport.</p> <p>Café/ Restaurant trip generation, of 794 sqm both in the Town Hall and in the Broadway Annex, we agree with the Transport Assessment that given the town centre nature of the development a number of these trips will be linked trips (50%), it is to be noted that the majority of these trips will take place outside the Am and PM peak hours, the TA has suggested a local car mode share for theses trip however considering the location and the public transport accessibility level, we have considered that a higher percentage will be as car drive/ car passengers.</p> <p>In summary the TA has proposed that the development proposal will generate a total of 3,434 persons trips over a day 7am-7pm with 122 in/out persons trip during the Am peak periods and 479in/out persons trip during the PM peak periods. The car mode share is assumed to be low give that car parking spaces will be restricted on site, this is a reasonable assumption however in order to achieve the proposed modal split changes will be required to the existing control parking zone, both in relation to the extent of coverage and the operational hours. We will therefore require that applicant to contribute a sum of £60,000 (sixty thousand pounds) towards the consultation and implementation of parking control measure in the local area surrounding the site.</p> <p>The development proposal will result in a significant increase in the number of bus trips, we have some concerns in relation to the cumulative impacts of the trip generation from the residential and commercial aspect of the development and the existing background demand during the evening peak, as although the TA assumes that only 13.31% of trips will be by bus, given the proximity of the rail and underground station from the development the majority of the rail and underground trips will be use bus, hence the bus</p>	
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	<p>modal split could be up to 75.48%, give the potential overlap with the evening peak periods. Transport for London TfL is seeking a financial contribution (£,000000) towards providing additional capacity on the W7 bus route, we have considered that as the trips will be distributed across four bus routes (41, 91, W3 and W7), and larger events will have to be supported by shuttle bus service. We have considered that there will be sufficient capacity of accommodate the additional trips generated by the development.</p> <p>The applicant is proposing to provide a total of 45 car parking spaces for the 146 residential units which equates to 0.31 car parking spaces per unit, we have considered that given the residential development will be car capped the parking proposed is acceptable, we will require the car parking spaces to be allocated byway of a parking management plan which allocates parking in order of the following priority:</p> <ol style="list-style-type: none">1) Parking for the disable residential units 10% of the total number of units proposed (15- wheel chair accessible car parking spaces)2) Family sized units 3+ bed units3) 2 bed 4 four person units4) two bed units5) one bed units and studios. <p>It is to be noted that 20% of the total number of car parking spaces must have active electric charging points, with a further 20% passive provision for future conversion, this must be secured by condition, details of which must be submitted for approval before the development is occupied.</p> <p>The applicant is proposing to provide a total of 243 secure shelter cycle parking spaces for the long-term residential cycle parking in Block A (129 cycle parking spaces and Block B (82 cycle parking spaces). The cycle parking will be distributed around the development, within the under croft of Block A and within the basement of Block B. The number of cycle parking spaces proposed for Block A is slightly below the London Plan cycle parking space requirements which requires a total of 133 cycle parking spaces. The cycle parking for the Annex building and the Mews development will be located in the ground floor of the Annex Building and provides a total of 32 cycle parking spaces, the cycle parking provision for the Annex and mew residential developments are in line with the London Plan. In summary the total residential cycle parking is short by 4 cycle parking spaces in Block A, however considering the scale of the development it is difficult to sustain an objection on these grounds we will however require a condition securing the correct numbers of cycle parking spaces for Block A in line with the London Plan, in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.</p> <p>The applicant is proposing to provide a total of 27 long stay commercial cycle parking spaced to the reared</p>	
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	<p>of the Town Hall for all the commercial activities, and 63 short stay cycle parking spaces dispersed in and around the new public square. We have considered that subject to detailed design and the above condition the cycle parking provision is acceptable.</p> <p>The applicant is proposing changes to the highways layout which includes changes to the highways network on Haringey Park including the removal of the crossover, reconstruction of the footways and construction of new vehicular access to the development, new enter treatment on Weston Park, these works will have to be secured by way of the S.278 agreement, the cost of these works have been estimated at (£). The design of the scheme on The Broadway will need further input from the engineering team as we need to ensure that the interface between the private and public highways is clearly defined and the bus stop accessibility measure proposed by TfL are incorporated in the final scheme. In addition, currently the space to the front of the Town Hall is accessible to the public and is currently the responsibility of the Council as the Corporate Landlord, we will need assurance in relation to the future maintenance and management of the space, as it provides public access 24 hours a day, this will have to be secured by the S.106 agreement.</p> <p>TfL taxi, has requested that dedicated taxi provide as part of the development proposal, we have considered that given the constraints of the site and residential nature of the roads surrounding the site, the implementation of a dedicated taxi drop off/ pick up bay is not possible, as it would impact on the bus stop on the Broadway and Hetherley Gardens access should be restricted to disable car parking access and essential servicing only, given the residential nature of the road. We have also considered that taxis can drop off can collect from the Broadway.</p> <p>Refuse collection:</p> <p>In relation to the refuse collection the applicant has provide a vehicle swept path analysis which demonstrates that a refuse vehicle can enter and leave the site in forward gear via Haringey Park, the applicant will be required to produce a Deliver and Service Plan in consultation with the Councils refuse contractor. The plan must ensure that all the refuse bins are located within 6 metres of the refuse truck on a collection day. In addition, the Plan must include location for the storage and collection of commercial refuse, refuse bins are not to be stored on the public highways for collection. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development and reduce the numbers of trips to and from the site.</p> <p>In summary, it is to be noted that planning permission has already been granted for this site with a similar</p>	
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	<p>level of development the trips generated by this development will generate a similar level of trips, however this development proposal is seeking to change the modal split to reduce the number of trip by car which is in line with the Council's Local Plan Policy SP7 and Development Management DMPD, DM32, with the enhancement of the existing Crouch End CPZ's to mitigate against the traffic generated by the development in the critical peak periods combined with travel plan measures geared towards minimising car-dependency, which can be achieved through planing/ highways obligations, consequently the transport and highways authority would not object to this application, subject to the following conditions and S.106/S.278 obligations:</p> <p>1. The applicant enters into a S.106 agreement which contributes towards the enhancement of the Crouch End CPZ 's. The applicant will be required to pay the sum of £60,000 (sixty thousand pounds) before development commence on site. Reason: To mitigate against any potential increase traffic and car parking demand and to improve the conditions for pedestrians and cyclists at this location.</p> <p>2. Enters into a S.106 agreement that "The residential unit is defined as 'car capped' 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 £2000 (Two thousand pounds) towards the amendment of the TMO for this purpose. Reason: To encourage the use of sustainable travel modes at this location.</p> <p>3. A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, we will require the flowing measure to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.</p> <p>c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years.</p> <p>d) We will also like to see Travel Information Terminals erected at strategic points within the development.</p> <p>e) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for</p>	
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	<p>monitoring of the travel plan initiatives.</p> <p>Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>4. A commercial Travel Plan” is secured by S.106 agreement the travel plan should include:</p> <ul style="list-style-type: none"> a) an appointed travel plan co-coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b) Provision of welcome induction packs for staff containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all staff, travel pack to be approved by the Councils transportation planning team. c) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans; this must be secured by S.106 agreement. d) Provide cycle parking in line with the London Plan and review cycle parking provision annually as part of the travel plan and provide additional cycle parking facility if required. e) Provide public transport information with ticking (electronic or paper) where possible and on the website. <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>5. The applicant will be required to provide an event management plan/ local area management plan which includes the following information:</p> <ul style="list-style-type: none"> a) Crowd management and dispersal including Stewarding b) Car park management plan c) Signage strategy to local transport interchange d) Shuttle bus strategy for local transport interchanges (Archways Station and Finsbury Park stations) e) Coach drop off and collection area to be identified and the appropriate traffic management orders secured. f) Additional Parking controls measures in and around the site g) Taxi collection strategy <p>Reason: To reduce car ownership and trips generated by car, and increase travel by sustainable modes of transport.</p> <p>6. The applicant enters into a S.106 to provide a Public Space Access and Management Plan for the</p>	
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	<p>public space to the front of the development from the Broadway which is currently accessed by the public and from part of the public realm, details on servicing and maintenance must be provided. Reason: to ensure pedestrian safety via/ privately managed public accessible spaces which from part of the not private development to ensure that the spaces is maintained and is accessible to pedestrians at all times.</p> <p>7. The applicant enters into a S.106 to pay (£) to Transport for London towards providing additional capacity on the W7 bus route and other bus routes and other service serving the site. Reason: To mitigate the impacts of the addition bus trips generated by the site and to promote travel by sustainable modes of transport.</p> <p>8. Enters into a S.278 agreement, under the Highways Act 1980, for: the enhancement of footway and implementation of new vehicular on Haringey Park and conversion of the vehicular access in Weston Road. The cost of the works has been estimated at £ ().</p> <p>Reason: To facilitate access to the development by vehicles and pedestrian, and to enhance the existing walking environment on around the site to facilitate for the additional pedestrian movements. Pre-commencement Conditions</p> <p>1. The applicant will be required to provide the correct number of cycle parking spaces in line with the Further alteration to the London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard, Reason: To comply with the Further Alteration to the London Plan and the London Cycle Design Standard.</p> <p>2. The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p> <p>3. The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/affordable):</p> <p>1) Parking for the disable residential units 10% of the total number of units proposed (15- wheel chair accessible car parking spaces)</p>	
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	<p>2) Family sized units 3+ bed units 3) 2 bed 4 four person units 4) two bed units 5) one bed units and studios</p> <p>4. The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority’s approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Harringey Park Road, Weston Road, Crouch End Broadway and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods, the plans must also include measures to safeguard and maintain the operation of the local highway network including the east car park.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p> <p>5. The applicant is also required to submit a service and deliver plan (DSP) the Plan must ensure that all the refuse bins are located within 6 metres of the refuse truck on a collection day. In addition, the Plan must include location for the storage and collection of commercial refuse, refuse bins are not to be stored on the public highways for collection. The service and delivery plan must also include facility for the delivery and storage of parcels for residents of the development.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic.</p>	
<p>LBH Environmental Health</p>	<p>The following comments and conditions are recommended;</p> <p>Air Quality:</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans 	<p>Comments Noted. Air Quality, Land Contamination, Energy are addressed in Section 6 of the report.</p>

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	<ul style="list-style-type: none"> • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made onsite. <p>An air quality assessment (SWECO, July 2017 ref: 118766/RM/210717) has been submitted with this application.</p> <p>It is disappointing to note that the development is not a car-free development, a total of 48 parking spaces and gas CHP is advised; a condition with respect to emissions from CHP is therefore required. As chimneys / flues are associated with this proposed development, a chimney height calculation or emissions dispersal assessments are required.</p> <p>The air quality assessment and air quality neutral assessment, section 6.4 determines ‘the proposed development will be subject to concentrations of annual mean NO2 that exceed the AQO.’ Mitigation measures are detailed in section 6.5; ‘To protect future residents, the proposed development has been designed so that the retail and office use is located on the lower floors adjacent to the main source of road emissions (A103, Haringey Park and Hatherley Gardens). Supply air ventilation will also be brought in through the facade at each floor. Floors up to and including level 2 will also have NOx filters provided on supply air.’</p> <p>I recommend the following conditions:</p> <ul style="list-style-type: none"> • Prior to construction of the development details of the supply air ventilation and NOx filters, locations and management of, must be submitted for approval by the LPA. Reason: to protect the future users from poor air quality – London Plan Policy 7.14. • Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. Reason: To protect local air quality and ensure effective dispersal of emissions. • Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design 	
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	<p>and Construction.</p> <ul style="list-style-type: none"> • Combustion and Energy Plant: Prior to installation details of the gas boilers 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 20 mg/kWh (0%). Reason: As required by The London Plan Policy 7.14. <p>Contaminated land: (CON1 & CON2) A summary report has been submitted by Capita; further works are recommended with regard to site specific targeted sampling, groundwater monitoring and gas monitoring. The following condition is recommended:</p> <p>CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ol style="list-style-type: none"> a) Using the information contained within the Phase I desktop study (Capita, June 2017 ref: CS092859-PE-17-124-R) and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:- <ul style="list-style-type: none"> a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority. <ol style="list-style-type: none"> b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. <p>And CON2 :</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides 	
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	<p>verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. Other conditions proposed:</p> <p>Management and Control of Dust:</p> <ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the 	
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	<p>GLA NRMM LEZ.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>												
<p>LBH Environmental Health – Noise</p>	<p>I have examined the plans and the Sandy Brown Noise and Vibration Report (Ref 17119-R02-D) dated 28th September 2017 by Richard Deane, submitted in pursuant to the proposed mixed development.</p> <p>A site visit to the proposed development was conducted on the 18th October 2017. There are no objections made in principle to this application however the following conditions shall apply.</p> <p>Plant Noise Design Criteria Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level ($L_{A90\ 15mins}$) when measures 1 metre external ($L_{Aeq\ 15mins}$) from the nearest residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014' Methods for rating and assessing industrial and commercial sound. Any mitigation measures necessary to achieve the above required noise level shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details for the duration of its use.</p> <p>Internal Noise Levels within Residential Units (in accordance with BS8233:2014) All residential premises shall be designed in accordance with BS8233:2014' Guidance on sound insulation and noise reduction for buildings to attain the following noise levels</p> <table border="1" data-bbox="423 1110 1626 1321"> <thead> <tr> <th>Time</th> <th>Area</th> <th>Maximum Noise level</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Daytime Noise 7am – 11pm</td> <td>Living rooms and Bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td>Dining Room/Area</td> <td>40dB(A)</td> </tr> <tr> <td>Night Time Noise 11pm - 7am</td> <td>Bedrooms</td> <td>30dB(A)</td> </tr> </tbody> </table> <p>With no individual noise events to exceed 45dB L_{Amax} (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)	Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	<p>Comments noted. Noise issues are addressed in the Amenity and Residential Quality sections of the report.</p>
Time	Area	Maximum Noise level											
Daytime Noise 7am – 11pm	Living rooms and Bedrooms	35dB(A)											
	Dining Room/Area	40dB(A)											
Night Time Noise 11pm - 7am	Bedrooms	30dB(A)											

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	<p>A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been achieved and the results submitted to the Local Planning Authority for approval.</p> <p>Noise leakage from Assembly Hall and Use Class A4 The music noise level from the assembly hall shall not exceed 33dB (L_{Aeq 15mins}) when measures 1 metre external from the nearest residential or noise sensitive premises. No amplified sound shall be generated or permitted on the Town Hall roof terrace.</p> <p>Construction Noise - Vibration and Ground-Borne Noise Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise, vibration and other environmental impacts of the development.</p>	
<p>LBH Local Lead Flood Authority</p>	<p>I have no objection to the [standard] conditions being imposed regarding this application.</p>	<p>Comment noted. Conditions imposed.</p>
<p>LBH Tree & Nature Conservation Manager</p>	<p>I have reviewed the Arboricultural Impact Assessment (AIA) and Method Statement (MS) and inspected the trees on site. I also attended the pre-application meeting on 28/06/2017.</p> <p>To facilitate this new development, it is proposed to remove 10 trees and 2 groups of small trees and shrubs. 3 of the trees to be removed are category B and 7 are category C, assessed in accordance with BS 5837:2012. All are within the area to the rear of the Town Hall and Library and are of low-moderate quality and amenity value. All of the category A trees and the majority of category B trees are to be retained. This includes all those which are of high amenity value, such as T2 (Sycamore) and T3 (Red Chestnut) in the Town Hall square and T5-T7 (Lime x 3) and G21 (Lime x 4) which are located outside, and to the right of the Library on Haringey Park.</p> <p>It is also proposed to relocate 5 existing trees to different locations within the development site. One of these is a commemorative Norway maple tree (T4) which was planted by Amnesty International in 1998, the others are more recently planted young or semi-mature trees. The MS contains a specification for the transplanting of these trees. A condition must be made that specifies replacement trees are planted for any of the relocated trees that do not survive the transplanting process and fail to survive 5 years after re-</p>	<p>Comments noted. Trees and ecology are addressed in Section 6 in the report.</p>

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	<p>planting.</p> <p>There are a number of works within the Root Protection Areas (RPA's) of retained trees (T2, T3, T13, T14, T18, G21, T27, T28, T30, T33 and T35. Careful design, installation and Arboricultural supervision will be necessary to ensure trees are protected from unnecessary damage. The AIA (par 3.7 – 3.19) details how these works can be carried out safely with minimal impact on the retained trees. All works within the RPAs must be carried out in accordance with the MS.</p> <p>It is proposed to plant only 3 new trees within the development site. In my opinion, this is inadequate in mitigating the loss of 10 trees. If space cannot be found for additional new trees, then provision must be sought to allow for new trees to be planted on public realm outside of the site to maintain local tree cover. There are potential planting locations in Haringey Park, Hatherley Gardens and Weston Park for new street trees.</p> <p>No information has been provided on new service routes. These must be provided at the earliest opportunity to be reviewed by the Arboricultural consultant and sent to the Council Arboricultural officer for approval. Consideration must be given to locating all new service routes outside of the RPAs, otherwise full adherence to the NJUG guidelines would be the alternative minimum requirement.</p> <p>In my opinion, the current development proposal could be permitted on the condition all the important trees specified for retention are robustly protected and all works within the RPAs are undertaken as specified in the AIA and MS.</p> <p>When drafting planning conditions for this application, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Arboricultural consultant, Council Arboricultural officer and Construction site manager) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the root protection areas.</p> <p>All tree protection fencing and ground protection must be installed in accordance with the recommendations of the Arboricultural Impact Assessment and Method Statement. All the tree protective measures must be inspected or approved by the Council Arboricultural officer, prior to the commencement of demolition works on site.</p> <p>All the tree protective measures must be periodically checked the Arboricultural consultant and reports</p>	
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	<p>sent to the Council Arboricultural officer.</p> <p>All construction works within the Root Protection Areas or that may impact on them, must be carried out in accordance with the recommendations of the Arboricultural Impact Assessment and Method Statement and under the supervision of the Arboricultural consultant.</p> <p>Follow up comment:</p> <p>I'd missed the pleached trees they are proposing to plant as they are shown on the drawing differently to all the other existing and relocated trees. I can confirm that I am happy with what is proposed, planting 23 x Pyrus chanticleer trees of a 20-25cm nursery size would provide more than adequate replacements for the trees specified for removal. [Off site planting program not required]</p>	
<p>LBH Carbon Management</p>	<p>Energy Strategy</p> <p>The energy strategy submitted addresses the needs for the full application for Phase 1 (146 dwellings), and an full application for the remaining phases. It sometimes mixes the two, but mostly focuses on the calculated emission savings for Phase 1 of the development.</p> <p>It is set out as per the London Plan guidance under Lean, Clean and Green Energy. E</p> <p>The decision notice should include in S106 head of terms a requirement to pay £211,221 for shortfall on zero carbon target.</p>	<p>Comment noted. Energy issues are addressed in Section 6 in the report.</p>

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Carbon Offset Payment	Annual Shortfall Tonnes CO ₂ (Regulated)	Off-set Payment per Tonnes for 30 years CO ₂ Emissions (GLA)	Cumulative Shortfall Tonnes for 30 years CO ₂ Emissions
Residential Block A	48.30	£2,700	£130,410
Residential Block B	24.94	£2,700	£67,338
Mews	4.99	£2,700	£13,473
Site-wide Carbon Offset Payment			£211,221

Lean Energy

The development will deliver CO₂ emissions reductions of the following: Block A: 0.3%, Block B: 3.2%, and the Mews: -0.4%, beyond Building Regulations (2013). This is across the dwellings, and commercial areas to be constructed.

This is welcome and this should be conditioned:

Suggested Condition

You must deliver the energy efficiency standards (the Lean) as set out in “Hornsey Town Hall Energy Strategy and Sustainability Statement”, dated October 2017, by Sweco, Revision 5.

The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of Block A by 0.3%, Block B by 3.2%, and the Mews increases emissions by 0.4% beyond BR 2013. Addressing the dwellings, and commercial areas. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local

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	<p>authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>At least 6 Calendar Months following residential occupation of any part of the development, details confirmation that the energy efficiency standards and carbon reduction targets (including for PV Panels) set out in the Hornsey Town Hall Energy Strategy and Sustainability Statement dated October 2017, by Sweco, Revision 5 have been achieved shall be submitted in writing to and for approval by the Local Planning Authority. Details shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building.</p> <p>IN THE EVENT the Local Planning Authority provides written notification that details submitted to discharge the condition above demonstrate a failure of the development to achieve the energy efficiency standards and carbon reduction targets (including for PV panels) set out in the Hornsey Town Hall Energy Strategy and Sustainability Statement dated October 2017, by Sweco, Revision 5, an Offset Management Plan shall be submitted in writing to and for approval by the Local Planning Authority within 3 Calendar Months. The details shall demonstrate any shortfall should be offset at the cost of £2,700 per tonne of carbon, plus a 10% management fee. The offset payments shall be in accordance with the approved plan.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Clean Energy</p> <p>The development will deliver CO2 emissions reductions of the following: Block A: 30.2%, Block B: 32.4%, and the Mews: 32.4%, beyond Building Regulations (2013). This is across the dwellings, and commercial areas to be constructed.</p> <p>Suggested Condition</p>	
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	<p>You must deliver the energy efficiency standards (the Clean) as set out in “Hornsey Town Hall Energy Strategy and Sustainability Statement”, dated October 2017, by Sweco, Revision 5.</p> <p>Prior to the commencement of the development (excepting demolition) details of the Combined Heat and Power (CHP) facility and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority. The detail shall include:</p> <ul style="list-style-type: none">a) location of the energy centre;b) specification of equipment;c) flue arrangement;d) operation/management strategy; ande) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>The heat and hot water loads for the units on the site shall provide for no less than the total CO2 reduction: Block A: 30.2%, Block B: 32.4%, and the Mews: 32.4%. The CHP system shall contribute a minimum of 75% of heat.</p> <p>The Combined Heat and Power facility and infrastructure shall be installed in accordance with approved details and maintained thereafter. The system shall be operational prior to the first residential occupation of the development, unless approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and allow for the future connection to a district system</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p>	
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	<p>Green Energy</p> <p>The Council has a policy (SP:04) that requires a minimum of 20% reduction in carbon emissions through the use of renewable energy. The London Plan policy 5.7 states “major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.”</p> <p>Suggested Condition</p> <p>You will install the renewable energy technology PV Solar Panels as set out in the document “Hornsey Town Hall Energy Strategy and Sustainability Statement”, dated July 2017, by Sweco, Revision 4.</p> <p>This renewable technology will deliver 61,570 kWh per year of electricity output to the development site, 1.60m² area per panel and a total of 258 roof mounted panels for the main building with a panel efficiency of at least 19%.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The equipment shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04</p> <p>Overheating</p> <p>The calculations indicate that a majority of the residential units pass under current weather conditions. However, under future weather patterns the living spaces fail. The current design does not fully meet with</p>	
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	<p>the TM49 criteria required in DM21. The applicant has not provided appropriate mitigation strategy for future weather patterns.</p> <p>We expect a dynamic thermal model be undertaken for all London’s future weather patterns. We recommend that these are addressed through the following condition:</p> <p>Suggested Condition</p> <p>Prior to the commencement of the development (excepting demolition) an Overheating Strategy shall be submitted in writing to and for approval by the Local Planning Authority. The Strategy shall include:</p> <ol style="list-style-type: none"> 1) results of Dynamic Thermal Modelling (under London’s future temperature projections) for all internal spaces 2) the standard and the impact of the solar control glazing; 3) details of space for pipe work designed to allow the retrofitting of cooling and ventilation equipment 4) details of appropriately insulated CHP pipework 5) passive design features 6) a mitigation strategy to overcome any overheating risk 7) details of the feasibility of using external solar shading and of maximising passive ventilation. <p>The development shall be constructed in accordance with the details approved and maintained thereafter.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> <p>Sustainability</p> <p>The development will achieve BREEAM 2014 Refurbishment (Non-Domestic): Hotel & Community Hall targeting Good rating; (Part 1 & 2), and Home Quality Mark (HQM) for Residential Apartments achieving 3</p>	
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