

Planning Department
London Borough of Haringey
Level 6, River Park House
225 High Road
London
N22 8HQ

Your ref: PP-14863212

Our ref: 725651.20

20th May 2026

Dear Planning,

Application for Prior Approval for Change of Use of former Bowling Clubhouse and Bowling Green (Class E) to Dwellinghouse (Class C3) under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Glencairn Bowls and Social Club, Blake Road, London, N11 2AF

Introduction

1. We are instructed by Lousada PLC (the “applicant”) in relation to an application for prior approval at the former Glencairn Bowls and Social Club, Blake Road, London, N11 2AF. The application is for prior approval for change of use of part of the existing building to a dwelling under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
2. This Covering Letter supports the application together with the following drawings and documents:
 - *Location Plan, prepared by Dusek Architects*
 - *Existing & Proposed Site Plan, drawing no. 1235/P6/1, prepared by Dusek Architects*
 - *Existing Floorplan & Elevations, drawing no. 1235/P6/2, prepared by Dusek Architects*
 - *Proposed Floorplans and Elevations, drawing no. 1235/P6/3, prepared by Dusek Architects*
 - *Legal Opinion, dated 19th May 2026, prepared by Shakespeare Martineau*

3. The previously approved Class MA Application (ref: HGY/2023/2094) was supported by the below reports. These are appended to this Letter for information:

1. *Daylight and Sunlight Report, prepared by CHP Surveyors Ltd*
2. *Phase 1 Land Contamination Risk Assessment, prepared by Castledine*
3. *Highway Impact Assessment, prepared by Highway Access Solutions*

Background

4. The building subject to this application is part of the long-standing vacant bowling clubhouse and its associated bowling green, previously known as the 'Glencairn Bowls and Social Club'. The Club dissolved in 2012, and a Local Needs Assessment, prepared by Knight, Kavanagh & Page (provided at Appendix 4), was produced in response to correspondence between the Case Officer and Marrons to provide part of the evidence base for any future applications at the site. The Assessment found that the bowls club folded due to the lack of membership resulting in the club not being able to afford the rates. This report also confirms, as detailed at page 11, *Table 1: Current supply of Bowling Greens* that there were, at the time of writing that report, 11 bowls clubs within a 2-mile radius that were open, attractive to players, and actively taking on new members. The report also confirms that, following consultation with local clubs and England Bowls, that there was a sufficient level of bowling green provision within the local area.
5. The site has therefore been vacant for in excess of 13 years, suffering significant fire damage in 2022 as a result of an arson attack. At the time of the arson attack, the Council were in receipt of an application (ref: HGY/2022/0667) to change the use of the site to residential via permitted development rights (Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). At the time, the applicant was advised to withdraw this Class MA application due to the level of damage to the building which rendered it incapable of conversion. Whilst the main structure of the building remained solid (all walls were intact) the roof required replacement in its entirety to bring it up to a useable standard. The Council subsequently invited the submission of a full planning application for repair works to the building.
6. Planning application ref: HGY/2023/0364 proposed the 'Repair of building following fire damage' and was subsequently approved on 20th April 2023. This permission has been

implemented by the applicant and the works approved are ongoing to repair the building accordingly. The section of the building to which this Class MA application relates has been fully repaired in accordance with the approved plans (Appendix 5). The red line boundary shown on the suite of plans accompanying this Class MA application has been carefully drawn to exclude any parts of the wider building which have not yet been repaired.

7. A Class MA prior approval (HGY/2023/2094) was granted in October 2023 for conversion of the clubhouse to a dwellinghouse, and while works have been undertaken to implement that permission, the residential use has not yet been completed or occupied.

i. Planning History

8. Table 1 below provides the extensive planning history of the site, as available on the Council's public access page. Since the applicant purchased the site and undertook the marketing exercise (which did not generate any viable, proceedable interest), there has been a clear intention to change the use of the site, as demonstrated via the preparation and submission of 4no. prior approval applications. All Decision Notices are appended to this Letter, (Appendices 6 to 11), for information.

LPA Ref.	Description	Date of Validation	Date of Decision	Decision
HGY/2016/4166	Change of use of the site from Bowling Green (Use class D2) to Residential Use (Use class C3) involving the construction of 8 no. semi-detached dwellinghouses and associated access works and landscaping, following the demolition of the existing Glencairn Sports Club	19/12/2016	13/2/2017	Withdrawn
HGY/2021/0228	Prior Notification under Schedule 2, Part 3 Class T of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the Change of Use of Former Clubhouse and Curtilage (Class F2(c)) to Registered Nursery (Class E(f))	21/1/2021	08/3/2021	Approved (Decision Notice provided at Appendix 6)
HGY/2021/2685	Prior Approval for Change of Use of Former Bowling Clubhouse and Bowling Green (ClassD2 (e)) to Dwelling	16/9/2021	29/10/2021	Refused (Decision Notice provided at Appendix 7)

	House under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)			
HGY/2022/0667	Prior Approval for Change of Use of Former Bowling Clubhouse and Bowling Green (Class D2 (e)) to Dwelling House under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)	09/3/2022	26/4/2022	Withdrawn
HGY/2023/0364	Repair of bowling clubhouse building following fire damage	06/2/2023	20/4/2023	Approved (Decision Notice provided at Appendix 8)
HGY/2023/1318	Approval of details reserved by condition 3 - Construction Plan - pursuant to planning permission ref: HGY/2023/0364 granted on 20/4/2023 for repair of building following fire damage.	18/5/2023	27/6/2023	Approved (Decision Notice provided at Appendix 9)
HGY/2023/2094	Application to determine if prior approval is required for a proposed the change of use of the site from Commercial, Business and Service Use (Class E) to a Dwellinghouse (Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	01/8/2023	27/10/2023	Approved (Decision Notice provided at Appendix 10)
HGY/2024/1600	Partial approval of details reserved by condition 3a & 3b (contamination) ref: HGY/2023/2094.	05/6/2024	10/7/2024	Approved (Decision Notice provided at Appendix 11)

Table 1 – Planning history of the application site.

Site Description

- The site is in private ownership and is not accessible to members of the public. Access into the site is taken from Blake Road to the south-east of the site, via a private access road that serves both the site and St. Martin of Porres Roman Catholic Primary School which lies to the north-west.

10. There are no listed buildings on or near the Site and it is not within a Conservation Area. The Site is within Flood Zone 1.
11. Policy DM20: 'Open Space and Green Grid' (Figures 4.1 and 4.3) of the Council's adopted Development Management DPD (2017), designates the majority of the Site (excluding the building) as "Green Space". This designation will be discussed further within this Statement however, it is considered that the existing use of the Site plainly falls within the definition of 'previously developed land' as set out in the Glossary to the Framework, i.e. *"Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land"* (our emphasis).
12. The Site has no designations on the Council's adopted policies map, nor was it included as green Space/open Space within the Haringey Open Space and Biodiversity Study (2014).

Surrounding Area

13. St. Martin of Porres Primary School is to the north and east of the Site, with access to the Primary School taken from the private access road off Blake Road, which also serves the Site. It is notable that land within the demise of the School grounds has also been included in Policy DM20, Figure 4.20 as "Green Space".
14. Along the western boundary of the Site is an ecological corridor ('Bounds Green to Finsbury Park'), which sits over the railway. The corridor from Durnsford Road in the south to Hillside Gardens in the north is also designated as a Site of Importance for Nature Conservation (SINC, Borough Grade II, known as 'Tunnel Gardens'). Beyond the ecological corridor is Muswell Hill Golf Club. To the north, beyond the Primary School, is further residential development, the Bounds Green Industrial Estate and access to the North Circular. To the south, the extensive rear gardens of post-war terraced housing along Blake Road, which includes mature trees which screen the Site.
15. Further south-east is the Bounds Green Scout Park Campsite and Activity Centre alongside further residential properties. The surrounding residential dwellings are a mix of semi-detached and terraced properties.

16. The Site has a PTAL rating of 1b, however there are a number of public transport options within walking distance. Bounds Green Underground Station (Piccadilly line) is a 10-minute walk to the east of the Site and travels through central London to Heathrow airport in the west, and north to Cockfosters. Bowes Park train station is a 15-minute walk to the east and is operated by Great Northern, offering train services to Moorgate, Stevenage and Hertford North. Bus stops are also located to the east on Bounds Green Road (A109) providing services between Edgware bus station and Turnpike Lane station (Bus service 221) and between Cockfosters and Whitehall/Trafalgar Square (Bus service N91).
17. There are several shops, restaurants and local services, including a doctor's surgery and dentist located around Bounds Green Underground Station, while Wood Green (a designated Metropolitan Town Centre and Opportunity Area) is located *circa* 1.7 miles to the south-east of the Site and is a major shopping and leisure destination in the borough.

Description of the Development

18. The proposed development is for the conversion of part of the existing building to a single storey one-bedroom dwelling. As set out above, this application seeks prior approval for that change of use. The proposed development is a strict change of use to the building and no alterations to the exterior of the building are proposed as demonstrated on the suite of submitted plans. The land associated with the bowling green (now removed) is to become residential garden land within the curtilage of the proposed dwelling.
19. Internally, the dwelling consists of one bedroom, an open plan kitchen, living and dining area, and a bathroom. The GIA of the dwelling is 60.28sqm, which exceeds the size required by the adopted nationally described space standards for a single storey 1B2P unit (50sqm).
20. There are no changes required to the existing access, and two parking spaces can be accommodated within the site as shown on the accompanying site plan.

Analysis of Proposals against Part 3, Class MA of the GPDO

21. Schedule 2, Part 3, Class MA of the GPDO permits development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3, (dwelling houses) of Schedule 1 to that Order.
22. The legislation states that development is not permitted by Class MA:

(b) unless the use of the building fell within one or more of the classes specified in sub paragraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;

The uses listed in paragraph (2) are the following classes of the Use Classes Order—

(a) the following classes of the Schedule as it had effect before 1st September 2020—

- (i) Class A1 (shops);*
- (ii) Class A2 (financial and professional services);*
- (iii) Class A3 (food and drink);*
- (iv) Class B1 (business);*
- (v) Class D1(a) (non-residential institutions – medical or health services);*
- (vi) Class D1(b) (non-residential institutions – crèche, day nursery or day centre);*
- (vii) Class D2(e) (assembly and leisure – indoor and outdoor sports), other than use as an indoor swimming pool or skating rink;*

(b) on or after 1st September 2020, Class E (commercial, business and service) of Schedule 2.

23. The use of the building falls within Class E (commercial, business and service).

(d) if land covered by, or within the curtilage of, the building—

- (i) is or forms part of a site of special scientific interest;
- (ii) is or forms part of a listed building or land within its curtilage;
- (iii) is or forms part of a scheduled monument or land within its curtilage;
- (iv) is or forms part of a safety hazard area; or
- (v) is or forms part of a military explosives storage area;

24. The land covered by, or within the curtilage of the building does not form part of any of the situations listed in part (d), sub-sections (i) to (v).

(e) if the building is within—

- (i) an area of outstanding natural beauty;
- (ii) an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981;
- (iii) the Broads;
- (iv) a National Park; *or*
- (v) a World Heritage Site

25. The building is not within any of these five listed area designations.

(f) if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained;

26. The site is not occupied under an agricultural tenancy.

(g) before 1 August 2022, if—

- (i) the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and
- (ii) the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.

27. The proposed development is not of a description falling within Class O and consequently is not subject to an Article 4 direction in this regard.

28. The proposed change of use falls within permitted development as defined by Schedule 2, Part 3, Class MA of the GPDO.

29. Development under Class MA is permitted subject to compliance with a series of conditions. The conditions are as follows:

(2) Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) transport impacts of the development, particularly to ensure safe site access;
- (b) contamination risks in relation to the building;

- (c) flooding risks in relation to the building;
- (d) impacts of noise from commercial premises on the intended occupiers of the development;
- (e) where—
 - (i) the building is located in a conservation area, and
 - (ii) the development involves a change of use of the whole or part of the ground floor,
 the impact of that change of use on the character or sustainability of the conservation area;
- (f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;
- (g) the impact of intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses;
- (h) where the development involves the loss of services provided by—
 - (i) a registered nursery, or
 - (ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006,
 the impact on the local provision of the type of services lost *and*
- (i) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building.

(3) An application for prior approval for development under Class MA may not be made before 1 August 2021.

(4) The provisions of paragraph W (prior approval) of this Part apply in relation to an application under this paragraph as if

(a) for paragraph (e) of sub-paragraph (2) there were substituted—

“(e) where—

(i) sub-paragraph (6) requires the Environment Agency to be consulted, a site-specific flood risk assessment;

(ii) sub-paragraph (6A) requires the the Building Safety Regulator to be consulted, a statement about the fire safety design principles, concepts and standards that have been applied to the development.”;

(b) in the introductory words in sub-paragraph (5), for “and highways impacts of the development” there were substituted “impacts of the development, particularly to ensure safe site access”;

(c) after sub-paragraph (6) there were inserted—

“(6A)Where the application relates to prior approval as to fire safety impacts, on receipt of the application, the local planning authority must consult the Building Safety Regulator.”;

(d) in sub-paragraph (7) for “(5) and (6)” there were substituted “(5), (6) and (6A)”;

(5) Development must be completed within a period of 3 years starting with the prior approval date.

(6) Any building permitted to be used as a dwellinghouse by virtue of Class MA is to remain in use as a dwellinghouse within the meaning of Class C3 of Schedule 1 to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the use as a dwellinghouse.

30. This application is made after 1st August 2021, and the development will commence within 3 years and relates only to a dwelling within Use Class C3. The building is not within a conservation area, nor an area of heavy or mixed industry, does not involve the loss of a recognised service and is a single-storey building, accordingly conditions 2(d), 2(e), 2(g), 2(h) and 2(i) do not apply.
31. In addition, Article 3 of the GPDO (Paragraph 9A) advises that Schedule 2 does not grant permission for, or authorise any development of, any new dwellinghouse (a) where the gross internal floor area is less than 37sq.m, or (b) that does not comply with the nationally described space standards. In this case the proposed dwellinghouse is 60.28sqm (GIA), which exceeds the standards for a single storey, 1-bed, 2-person unit. The submitted plans also confirm compliance with the requirement to provide 1.5sqm of built-in storage.
32. The next section explains how the proposed development meets all of the relevant conditions as set out in MA.2.

Transport Impacts of the Development

33. The site is within an established residential area and falls within Public Transport Accessibility Levels (PTAL) 1a (poor) and 3 (moderate), with the access road and entrance into the site at PTAL 3.
34. There are a number of public transport options within walking distance. Bounds Green Underground Station (Zone 3, Piccadilly line) is a 10-minute walk to the east of the Site and travels through central London to Heathrow airport in the west, and north to

Cockfosters. Bowes Park train station is a 15-minute walk to the east and is operated by Great Northern, offering train services to Moorgate, Stevenage and Hertford North. Bus stops are also located to the east on Bounds Green Road (A109) providing services between Edgware bus station and Turnpike Lane station (Bus service 221) and between Cockfosters and Whitehall/Trafalgar Square (Bus service N91).

35. The Highways Impact Assessment provided at Appendix 3 confirms that the proposed Class MA development would lead to lower levels of vehicle movement than the previous use and there would be no residual cumulative impact on the site access or local highway network. The required number of vehicular parking spaces can be accommodated within the site, as shown on the submitted plans.
36. The assessment considers the design and layout of the access arrangements and finds that safe and suitable access would be achieved via the existing entrance to the site. Visibility splays onto Blake Road are in excess of those required by the speed limit for the road. Detailed tracking calculations have been carried out these also show that safe access by a range of vehicles is achievable.
37. Accordingly, there are no highways grounds upon which the development should be prevented or refused in accordance with paragraph 115 of the Framework.

Contamination Risks in relation to the Building

38. Paragraph W (Paragraph (10)(c)) of Part 3 states that when determining an application for prior approval in relation to contamination risks, the Local Planning authority must:

“(i) determine whether, as a result of the proposed change of use, taking into account any proposed mitigation, the site will be contaminated land as described in Part 2A of the Environmental Protection Act 1990, and in doing so have regard to the Contaminated Land Statutory Guidance issued by the Secretary of State for the Environment, Food and Rural Affairs in April 2012”.
39. A Phase 1 Land Contamination Risk Assessment, prepared by Castledine Environmental Ltd, was undertaken in July 2021 to support the previous prior approval on the site and is provided at Appendix 2 for information. This assessment found the site to represent a “Low to Moderate” level of risk and recommended that further environmental investigation be planned and implemented.

40. The grant of prior approval in October 2023 (HGY/2023/2094) was subject to a condition (Condition 3), which required an intrusive site investigation and the submission of a risk assessment and refined Conceptual Model to the Local Planning Authority (parts (a) and (b)) accordingly. The condition also advised that where remediation was required, remediation should be carried out (part (c)) and a verification report confirming that the required works have been carried out should be submitted to and approved in writing by the LPA before the development is occupied (part (d)).
41. Parts (a) and (b) of Condition 3 were discharged under planning reference HGY/2024/1600 (dated 10th July 2024). Parts (c) and (d) of Condition 3 have not yet been discharged.

Flooding Risks in relation to the Building

42. The site is within Flood Risk Zone 1 meaning a low risk of flooding (see Figure 1) and is not within a critical drainage area (see Figure 2) and therefore does not give rise to any flood risk issues.

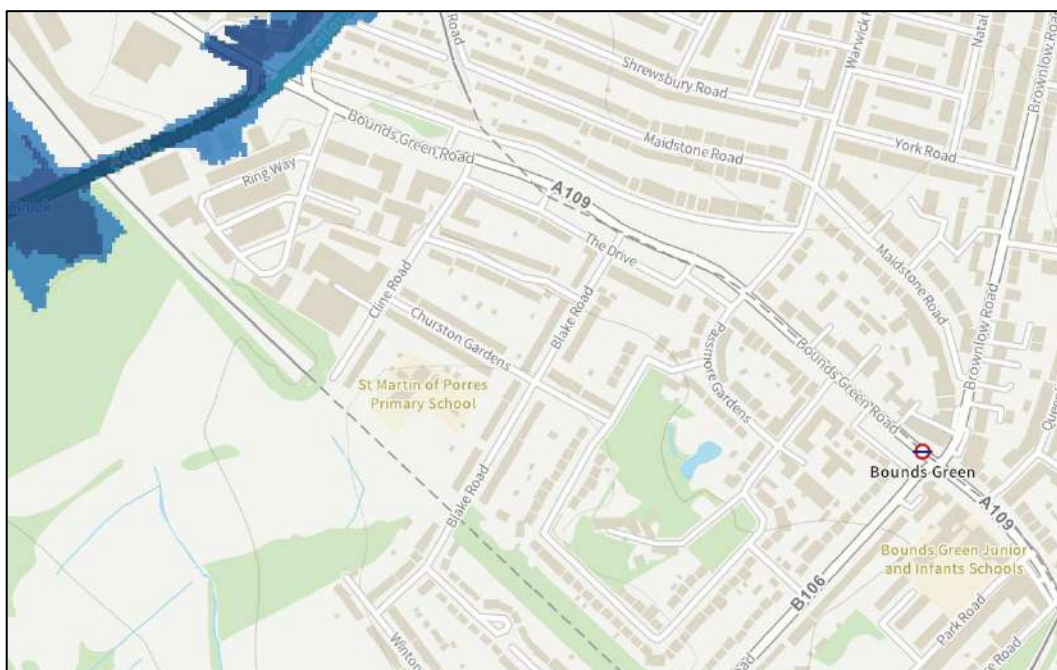


Figure 1 – Extract from the Government's Flood Map for Planning (2026)

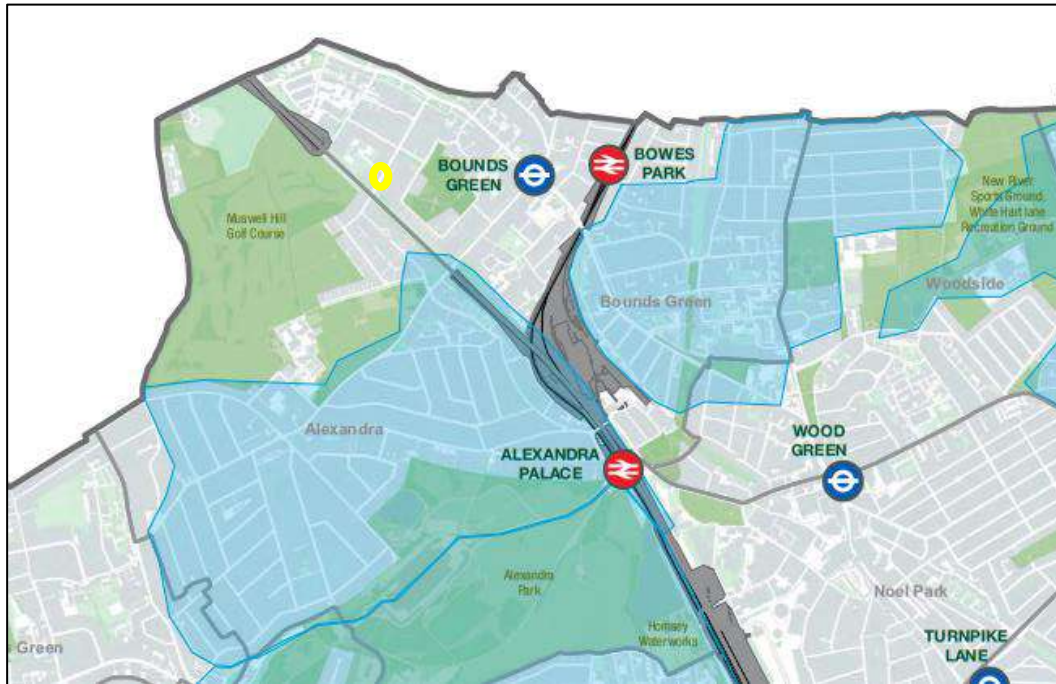


Figure 2: Extract from “Figure 4.5-Critical Drainage Areas”, Haringey Local Plan 2017 (site location shown marked yellow)

The Provision of Adequate Natural Light in all Habitable Rooms

43. The Framework emphasises the need to create better places in which to live and seeks to ensure high standards of amenity for future occupiers. Habitable rooms are defined within the GPDO as: *“rooms used or intended to be used for sleeping or living which are not solely used for cooking purposes, but does not include bath or toilet facilities, service rooms, corridors, laundry rooms hallways or utility rooms.”*
44. Habitable rooms within the dwellinghouse includes bedroom and combined living/dining/kitchen. As illustrated on the plans, the building benefits from a number of existing large windows, allowing for ample natural light.
45. A Daylight and Sunlight Report was undertaken in February 2022 to support the previous prior approval on the site and is provided at Appendix 3 for information. This assessment provided full analysis of the proposed habitable rooms and showed that levels of sunlight (Annual Probable Sunlight Hours – APSH), and daylight (Average Daylight Factor - ADF), to these rooms were all in excess of the BRE guidelines.

46. This shows that a high level of amenity for future occupiers in terms of natural lighting would be provided, which complies with the advice at paragraph 135(f) of the Framework.

Other criteria for consideration under Class MA

47. Paragraph 3 (9A) of the Town and Country Planning Act states that permission is not authorised by way of permitted development rights for any new dwellinghouse below 37sq.m, or if it does not comply with the National Space Standards. The unit measures 60.28sqm and is a single storey, 1B2P unit, which exceeds the minimum requirement of 50sqm.

Conclusion

48. Given that the change of use falls under Part 3 Class MA of the General Permitted Development Order and that there would be no harm arising in terms of transport impacts, contamination risk, flood risk, noise from surrounding commercial uses or lack of light within habitable rooms, we trust that prior approval will be forthcoming.
49. As concluded within the accompanying Legal Opinion, given the 2023 Approval, there would appear to be no reason why this application should not succeed on its merits.
50. However, if you require any further information, please do not hesitate to contact us utilising the details below.

Yours faithfully,

BRIAN MULLIN

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Daylight and Sunlight Report

14th February, 2022



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Appendices

Appendix A	Principles of Daylight and Sunlight
Appendix B	CHP Surveyors Limited's drawing number: - 2601-100
Appendix C	Daylight Results
Appendix D	Sunlight Results

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CHP Surveyors Limited
CHP Surveyors Limited



1.0 Introduction

1.1 CHP Surveyors Limited have been instructed by Lousada Plc to consider the level of daylight and sunlight the proposed accommodation will be able to enjoy.

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1.2 The GPDO states that the developer must apply to the local planning authority for prior approval as to ensure that all habitable rooms within the new development will achieve adequate natural light (A.2. (1) (f)), and the impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and loss of light (A.2. (1) (g)).

2.0 Executive Summary

2.1 CHP Surveyors Limited's instructions are to assess the levels of daylight and sunlight enjoyed by the proposed accommodation.

2.2 To ensure that this assessment has correctly considered the daylight and sunlight within the proposed accommodation, it has been undertaken in accordance with the Building Research Establishment's publication "*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice.*" (2011) (the "BRE guidelines").

2.3 The technical analysis has been undertaken using the standards and tests contained in the BRE guidelines. A summary of the recommendations can be found in the Principles of Daylight and Sunlight attached at Appendix A.

2.4 The results of our analysis with regard to the daylight and sunlight taking into account the vegetation on the neighbouring properties, along the northern boundary, demonstrates that the aims of the Building Research Establishments publication "*Site Layout Planning for Daylight and Sunlight A guide to good practice*" are achieved and the proposed accommodation will have good access to daylight and sunlight.



3.0 Assessment

- 3.1 The GPDO states that when considering an application, it needs to show that all habitable rooms within the new development will have adequate natural light and the impact of the amenity of the existing building and neighbouring premises including overlooking, privacy and loss of light.

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- 3.2 The Ministry of Housing, Communities & Local Government have produced a document, National Planning Policy Framework dated July 2021.

Within the document, under paragraph 125 of the National Planning Policy Framework, it states with regard to daylight and sunlight that consideration should be given as to whether efficient use of the land is being made: -

..when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide adequate living standards).

It also states under the National Planning Practice guidance under Design (March 2014):

....with regard to scale and relates to both the overall size and mass of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. As part of this account should be taken of local climatic conditions, including daylight and sunlight...

- 3.3 To ensure that the assessment has been considered appropriately, daylight and sunlight assessments have been undertaken referencing the criteria contained in the Building Research Establishment's publication "*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice.*" (2011) (BRE guidelines) but taking into account the specific site constraints.

3.4 The introduction to the BRE guidelines state that: -

“The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the developer.”

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Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of the many factors in site layout design.”

3.5 Within the BRE guidelines, there are different methodologies for calculating daylight. The first method calculates the Vertical Sky Component (VSC). This analysis establishes the amount of available daylight received directly from the sky for each individual window. The reference point for this analysis is the centre point of the window.

3.6 The second method is the No Sky Line (NSL) or Daylight Distribution analysis. This assesses the change in position of the No Sky Line between the existing and proposed situations. It does not take into account the number and size of windows to a room.

3.7 An alternative method of considering the implications of the proposals on the neighbouring properties daylight is to undertake an Average Daylight Factor (ADF) analysis in accordance with Appendix C of the BRE guidelines. This takes into account the area of the glazing serving the room as well as the size of the room and expresses the ratio of daylight within the room as a portion of the daylight outside. The BRE guidelines set out the minimum level as being dependent on the room use. The criteria state the minimum levels are as follows: -

- Kitchen – 2%
- Living Room – 1.5%
- Bedroom – 1%

3.8 To calculate the level of sunlight received, the BRE guidelines state that an analysis is required to windows which are within 90° of due south. An Annual Probable Sunlight Hours (APSH) test is undertaken which establishes the level of sunlight achieved during the winter and summer months.



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- 3.9 An extended account of the BRE guidelines is attached at Appendix A, entitled 'Principles of Daylight and Sunlight'.

4.0 Information

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- 4.1 During the process of producing our report, we have made reference to the following information: -

Dusek Design Associates

Drawing numbers: 1235-P3-1B, 1235-P3-2A, 1235-P3-3A

Compass Surveys Limited

Drawing numbers: 1158-01E, 01FP

Accucity

3D contextual model

CHP Surveyors Limited

Information obtained from site visit

5.0 Proposals

- 5.1 The existing property is a redundant sports pavilion, and the proposal is to convert this to a single two-bedroom residence.

6.0 Limitations

- 6.1 Our 3D computer model and resultant analyses of the proposed development has been based on the drawings set out in Clause 4.1 provided by Dusek Design Associates.



7.0 Methodology

7.1 Based on the 3D contextual model and following our site visit we have produced a 3D computer model of the neighbouring structures that could restrict access to daylight and sunlight to the proposed accommodation, including the vegetation surrounding the proposals.

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7.2 Using a specialist computer programme, we have undertaken an analysis in accordance with the criteria contained in the BRE guidelines. We have run an analysis to establish whether the proposed accommodation will have good access to daylight and sunlight.

7.3 As clearly stated within the BRE guidelines; *“Its aims are to help designers not constrain them and that therefore the numerical values contained within the document should be interpreted flexibly since natural light is only one of many factors in site layout design.”* It also states that different target levels may be used in such an urban location, as we are considering.

8.0 Daylight Assessment

8.1 General

8.1.1 It is recognised within the BRE guidelines that any proposed residential accommodation should receive adequate daylight. To establish whether adequate levels of daylight will be achieved within any new residential accommodation, an Average Daylight Factor (ADF) analysis is undertaken. This takes into account the area of the glazing serving the room as well as the size of the room and expresses the ratio of daylight within the room as a portion of the daylight outside. The BRE guidelines set out the minimum level as being dependent on the room use. The criteria state the minimum levels are as follows:

- Kitchen – 2%
- Living Room – 1.5%
- Bedroom – 1%

8.1.2 The BRE guidelines state that *“living rooms and kitchens need more daylight than bedrooms”*.



- 8.1.3** To take into consideration the vegetation that exists around the site, when considering daylight, we have undertaken our analysis in accordance with Appendix H of the BRE guidelines. This requires the analysis to be undertaken in summer (full leaf) and if necessary, in winter (bare branch) using the appropriate transparencies for the tree's species. Paragraph H2.8 of the BRE guidelines makes reference to BS8206-02 and states that if the ADF is exceeded in summer, then daylight would be appropriate. Where the ADF is exceeded in the winter but not in the summer, the daylight provision year-round is likely to be adequate, but the trees are having some effect on daylight.

8.2 Daylight Analysis

- 8.2.1** An ADF analysis, taking into account the surrounding vegetation, has been undertaken with results of the analysis are set out in the table attached at Appendix C and the corresponding room map being drawing number 2601-100 which is attached at Appendix B.
- 8.2.2** The results of the analysis undertaken with the trees in full leaf demonstrates that in all instances the recommended minimum level of ADF will be achieved. The analysis therefore demonstrates, in accordance with Appendix H of the BRE guidelines, that the proposed accommodation will have good access to daylight.

9.0 Sunlight Assessment

9.1 General

- 9.1.1** Concerning sunlight, the BRE guidelines advise that all rooms with windows within 90° of due south should achieve 25% of the Annual Probable Sunlight Hours (APSH) with at least 5% during the winter months.
- 9.1.2** To take into consideration the vegetation that exists around the site, we have undertaken the sunlight analysis in accordance with Appendix H of the BRE guidelines. The analysis has therefore analysed the levels of sunlight enjoyed with no vegetation and with the vegetation considered opaque. The levels of sunlight have then been calculated using the equations set out in paragraphs H3.2 and H3.3 of the BRE guidelines.



9.2 Sunlight Assessment

9.2.1 The results of the analysis are set out in the table attached at Appendix E. These demonstrate that in all instances, that the main living area and the two bedrooms will all achieve an APSH in excess of 25%, with in excess of 5% achieved during the winter months.

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9.2.2 The analysis therefore demonstrates, in accordance with Appendix H of the BRE guidelines, that the proposed accommodation will have good access to sunlight.

10.0 Conclusion

10.1 An analysis has been undertaken in accordance with the Building Research Establishment's publication "*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice*". (BRE guidelines) to establish whether the proposed accommodation will enjoy adequate levels of daylight and sunlight.

10.2 Concerning daylight, due to the vegetation/trees surrounding the site, an analysis has been undertaken in accordance with Appendix H of the BRE guidelines. The results of the daylight and sunlight analysis with the trees demonstrates that in all instances the numerical values set out in the BRE guidelines are exceeded.

10.3 To conclude, the analysis undertaken demonstrates that the proposed accommodation will achieve the requirements set out in the Building Research Establishments publication "*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice.*" And the proposed accommodation will have good access to daylight and sunlight.



Appendix A

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CHP Surveyors Limited

PRINCIPLES OF DAYLIGHT AND SUNLIGHT

In 2011 the Building Research Establishment (BRE) published a handbook titled “*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice.*” Its aim was to provide advice to building designers on site layout planning in order to achieve good daylight and sunlight amenity to the proposed development, the open spaces between the proposed blocks and the existing surrounding properties.

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The content of this guide is well established and is used by most Local Authorities as the methodology for measuring daylight and sunlight, the guidelines should be applied flexibly to take account of the specific circumstances of each site. The BRE guidelines are suited more to low density suburban development sites where there is greater flexibility for site layout planning. In dense urban development sites, these are usually constrained often by adjacent buildings and the guidelines state that these should be applied more flexibly in these instances. Within the Introduction of the guidelines, it states that: -

“The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the developer. Although it gives numerical guidelines, these should be interpreted flexibly because natural light is only one of many factors in site layout design.”

The Introduction of this document, continues to advise that its purpose is also to; “*To help to ensure good conditions in the local environment, considered broadly, with enough sunlight and daylight on or between buildings for good interior and exterior conditions.*”

It must therefore be appreciated and as can be seen from the above extracts; the handbook is for guidance only.

Daylight

The guidelines state that daylight assessments should be undertaken to habitable rooms where the occupants can expect to receive a reasonable amount of daylight.

The first assessment that should be undertaken is to establish whether the proposals will subtend an angle of 25° from the centre of the window. If it does not, then it is considered there will be good daylight.

The BRE guidelines advise: -



“If any part of a new building or extension, measured in a vertical section perpendicular to a main window wall of an existing building, from the centre of a lowest window, subtends an angle of more than 25° to the horizontal may be affected.”

This assessment is most appropriate for well-spaced, low density or low rise, uniform proposed developments. It is not an appropriate assessment for dense urban environments where the existing building on the development site already subtends at an angle greater than 25° to the horizontal from the subject window. It is for this reason that this 25° assessment is generally dispensed with and the more detailed analysis outlined below is undertaken.

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The BRE guidelines set out two methods for calculating daylight, these being an analysis of the Vertical Sky Component (VSC) and No Sky Line (NSL).

Vertical Sky Component (VSC)

The Vertical Sky Component (VSC) analysis establishes the amount of available daylight received directly from the sky for each individual window. The reference point for the analysis being the centre of the window, on the plan of the outer window wall.

The VSC is the amount of direct sky a window enjoys, expressed as a percentage of the amount of direct sky a horizontal, unobstructed rooflight would receive.

The maximum percentage of direct skylight a vertical window can receive is 40%. The BRE have determined that where a VSC of 27% is achieved, then daylight should reach the window of an existing building.

Where a VSC of less than 27% is achieved either enjoyed before the implementation of the proposals or it is enjoyed following the implementation, then the BRE guidelines state that provided the new value is greater than 0.8 times the existing value, daylight will not be significantly affected.

No Sky Line (NSL)

The daylight distribution analysis is undertaken at working plane level, with this set at 0.85m above the floor level of a dwelling.

The BRE guidelines state that provided a significant area of the room, which is considered to be 80%, is in front of the No Sky Line (the point behind which at desk top level no sky is visible) or at least 0.8 times the existing area, then the room will enjoy good distribution.



If, in the existing situation this is not the case, the BRE guidelines state that provided the area following the implementation of the proposals is at least 0.8 times the existing area, there will not be a significant affect.

Average Daylight Factor (ADF)

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This analysis is more detailed and therefore is more precise in its measurement of daylight. Not only does it consider the amount of sky visible but also the window size, room use and room size.

The BRE guidelines provides set criteria for calculating the Average Daylight Factor for specific room uses within a property.

- Kitchen – 2%
- Living Room – 1.5%
- Bedroom – 1%

Sunlight

This analysis is undertaken in a similar method to calculating VSC. Within residential accommodation the analysis undertaken to establish the levels of sunlight relate to the main windows that are within 90° of due south. It is considered that sunlight to kitchens and bedrooms is less important, although care should be taken not to block out too much.

Within commercial or non-domestic buildings, the use of the building will determine whether a sunlight assessment is required.

In relation to neighbouring residential buildings, if a window is facing within 90° of due south and overlooking any part of the proposals subtends an angle of more than 25° to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlight of the existing dwelling may be affected.

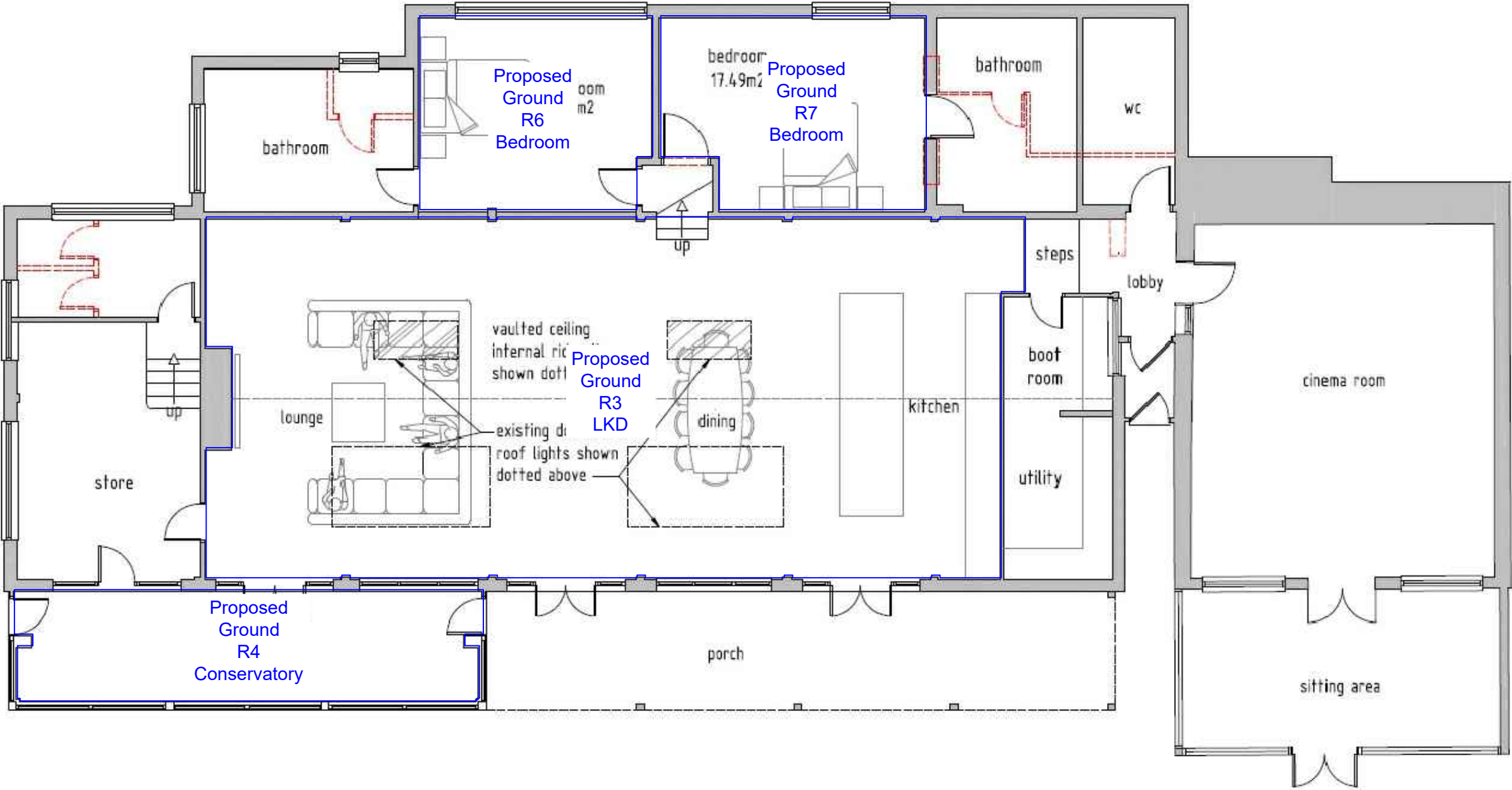
Annual Probable Sunlight Hours (APSH)

The 'Probable Sunlight Hours' can be defined as the total number of hours in the year that sun is expected to shine.



Appendix B

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Appendix C

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Proposed Accommodation - Daylight Results

LEVEL	ROOM	ROOM USE	REQUIRED ADF	PROPOSED ADF
Ground	R3	Living/Kitchen/Dining Room	1.5	2.1
	R4	Living Room	1.5	11.1
	R6	Bedroom	1.0	3.1
	R7	Bedroom	1.0	1.2



Appendix D

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LEVEL	ROOM	ROOM USE	WINTER APSH (%)	TOTAL APSH (%)
Ground	R3	Living/Kitchen/Dining Room	23%	87%
	R4	Living Room	5%	42%
	R6	Bedroom	23%	46%
	R7	Bedroom	20%	45%



**Castledine
Environmental**

LAND CONTAMINATION SURVEYS

Phase 1 Land Contamination Risk Assessment

for

Proposed Conversion of Bowling Green and Clubhouse to single residential unit

on the site of

**Glencairn Bowls Club,
Blake Road, Southgate, London
N11 2AF**

Date: July 2021

Status:

Final Report

Reference:

3067D P1V2 Lousada PLC

Date:

23/07/2021

Tel: 01509 880399 Mob: 07779 305682 Email: admin@castledine.co

4 Wymeswold Road, Hoton, Loughborough, Leicestershire, LE12 5SN

EXECUTIVE SUMMARY

The site is currently occupied by a disused bowling green and clubhouse.

Based on the information contained in this report, it is the opinion of Castledine Environmental that the site represents a **LOW** to **MODERATE** level of risk with respect to the proposed development.

It is recommended that further environmental investigation be planned and implemented.

It is recommended that the Buildings on site should be subject to an asbestos survey and removal by appropriately qualified personal prior to any redevelopment occurring in order to ensure site works do not cause future contamination of the site.

This report should be submitted to your Local Planning Authority for agreement to allow the Phase 2 intrusive testing to be undertaken

A watching brief (as outlined in Appendix D) should be had during the course of demolition, site clearance and construction works for any obvious contamination (e.g. oil spillage in ground, buried waste, possible asbestos containing material) development should stop and Castledine Environmental should be contacted to determine if further assessment or changes to the remediation scheme are required.

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1.0 QUALITY ASSURANCE

Castledine Environmental confirm that all reasonable efforts have been made to ensure that the information outlined within this report is accurate.

Castledine Environmental would further confirm that due care, attention and technical skill were used in the creation of this report.

For and on behalf of Castledine Environmental

Kevin Castledine

(Proprietor)

2.0 LIMITATIONS

The conclusions and recommendations made in this report are limited to those based on the findings of the investigation. Where comments are made based on information obtained from third parties, Castledine Environmental assumes that all third-party information is true and correct. No independent action has been undertaken to validate the findings of third parties. The assessments and interpretation have been made in line with legislation and guidelines in force at the time of writing, representing best practice at the time.

This survey has not included asbestos within existing structures, invasive plant species, geotechnical considerations or any elements unconnected with potential ground contamination at the site. If required, such surveys should be undertaken by suitably accredited organisations.

There may be other conditions prevailing at the site which have not been disclosed by this investigation and which have not been taken into account by this report. Responsibility cannot be accepted for conditions not revealed by the investigation.

3.0 INTRODUCTION

Castledine Environmental have been appointed by Lousada PLC to undertake a Phase 1 Desk study on land at Glencairn Bowls Club, Blake Road, Southgate, London N11 2AF.

4.0 SCOPE

Castledine Environmental have prepared this report for the sole use and reliance of Lousada PLC and their appointees for the purpose of ensuring compliance with:

- paragraph 170, 178, & 179 of the National Planning Policy Framework 2018,
- part C1 of the building regulations.

This report may not be used or relied upon by any unauthorised third party, or for any other proposed use than that specified above, without the explicit written agreement of Castledine Environmental

The report consists of a preliminary risk assessment in accordance with BS10175:2011+A2:2017 and CLR11 "Model Procedures for the Management of Land Contamination".

The objectives of the report are:-

- To assess historical activities at the site with respect to their potential impact on the site environment.
- To characterise the environmental setting of the site, identify migration pathways and vulnerable receptors for contamination originating at the site, focusing on potential soil and groundwater liabilities.
- To assess historical and current surrounding land use in relation to known or potential off-site contamination issues that may impact on the subject site and
- To develop a preliminary conceptual site model (CSM).

5.0 SITE DESCRIPTION

The site is located in Southgate, in the Haringey Borough of London at National Grid Reference: 5229370,191478 and is approximately 0.35ha in area.

The site is rectangular in shape orientated north west to south east and connected to Blake Road via an access spur. The site is directly bounded by a school to the north west and north, residential dwellings to the north east, east and south east and a wooded area to the south west. The wooded area lies atop a railway tunnel orientated north west to south east and parallel with the south western site boundary. The surrounding areas are predominantly residential with a golf course located to the west/south west and an industrial area located beyond the school and housing to the north.

The site interior comprises a bowling green club house, an office or amenity structure and the bowling green itself.

The clubhouse is located parallel with the south eastern boundary of site. It was seen be constructed of brick and wood and roofed with slate. Access to the interior was unavailable on the day of the site walkover. A rusted metal pipe with a yellow gas main within was noted extending south west from the site access to the club house. The area of ground between the site access and the club house was noted to be waterlogged and boggy underfoot. A redundant water main was also noted in this area. The area between the rear of the clubhouse and the south eastern boundary was noted to be heavily vegetated. A second rusted pipe of unknown usage was noted running along the south eastern boundary of site.

A second, adjoined building was noted in the southernmost corner of site, again surrounded by dense vegetation.

The remainder of site is occupied by the former bowling green itself. This area was seen to be less densely vegetated with areas of furrowed ground

or minor depressions. These are assumed to be animal burrows which have collapsed.

No potential sources of contamination were noted on the site walkover. Topographically the site sits on two levels, the lowermost bowling green level and the higher clubhouse. The entire site sits just below the adjacent residential gardens to the south east.

Photos of the site are present in Appendix C

6.0 REGULATORY AUTHORITY AND OTHER ENVIRONMENTAL DATA

An environmental search listing historical and environmental factors likely to affect the property has been reviewed.

The most pertinent information is summarised in the following sections.

A copy is presented in Appendix A

Additional geological and hydrological data was obtained from the British Geological Survey.

6.1 HYDROLOGICAL

6.1.1 AQUIFER

6.1.1.1 SUPERFICIAL GEOLOGY

The Groundsure report records no superficial aquifer underlying site.

6.1.1.2 BEDROCK GEOLOGY

ID	Distance (m)	Direction	Designation	Description
1	0	On Site	Unproductive	These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow

6.1.2 ABSTRACTIONS AND PRIVATE WATER SUPPLIES

The Groundsure report records no potable, surface or groundwater abstraction licences within 250m of site.

6.1.3 SOURCE PROTECTION ZONE

The site is not in a source protection zone.

6.1.4 GROUNDWATER VULNERABILITY AND SOIL LEACHING POTENTIAL

ID	location	Summary	Soil / Surface	Superficial geology	Bedrock geology
1	On site	Summary Classification: Unproductive aquifer (may have productive aquifer beneath) Combined classification: Unproductive Bedrock Aquifer, No Superficial Aquifer	Leaching class: Low Infiltration value: 40-70% Dilution value: 300-550mm/year	Vulnerability: - Aquifer type: - Thickness: <3m Patchiness value: <90% Recharge potential: No Data	Vulnerability: Unproductive Aquifer type: Unproductive Flow mechanism: Mixed

6.1.5 POTENTIAL SURFACE WATER

The Groundsure report records a surface level watercourse located 66m, 67m and 83m south west of site and a small pond or lake located 219m east of site.

6.1.6 DISCHARGE CONSENTS

None recorded within 250m of site.

6.2 PERMITTED PROCESSES

None recorded within 250m of site.

6.3 POLLUTION INCIDENTS

None recorded within 250m of site.

6.4 RADIOACTIVE SUBSTANCES REGISTRATIONS

None recorded within 250m of site.

6.5 WASTE**6.5.1 LICENSED WASTE MANAGEMENT FACILITIES (LOCATIONS)**

None recorded within 250m of site.

6.5.2 LANDFILL SITES

None recorded within 250m of site.

6.6 HAZARDOUS SUBSTANCES

None recorded within 250m of site.

6.7 ECOLOGICAL RECEPTORS

The Groundsure report records the site as being directly within the Lee Nitrate Vulnerable Zone (surface waters). A Local Nature Reserve (LNR) is recorded 982m south of site and named Alexandra Palace and Park, no further ecological receptors are recorded within 1000m of site.

6.8 SOILS AND GEOLOGY

"Contains British Geological Survey materials © NERC" obtained from <http://www.bgs.ac.uk/data/mapViewers/home.html> under the [Open Government Licence](#)

6.8.1 SUPERFICIAL DEPOSITS

The Groundsure report records no superficial deposits on or within 250m of site.

6.8.2 BEDROCK

The Groundsure report record bedrock geology of the Thames Group underlying site, comprising clay, silt, sand and gravel.

BGS Geoindex mapping – which is more specific – records the London Clay Formation underlying site. This formation comprises a bioturbated, poorly laminated blue-grey or grey-brown, slightly calcareous silty to very silty clay, clayey silt and sometimes silty with layers of sandy clay.

6.8.3 ARTIFICIAL GROUND

BGS Geoindex mapping records artificial deposits of worked ground (undivided) and describe as a void located approximately 200m south east and 170m north west of site.

6.8.4 COAL MINING

The site is not in a coal mining reporting area.

6.8.5 RADON

The property is not in a Radon Affected Area, as less than 1% of properties are above the Action Level. No radon protective measures are necessary as described in publication BR211:2015 by the Building Research Establishment.

6.9 AERIAL PHOTOGRAPHY

Aerial photography shows the following

6.9.1 BING

The site is shown as occupied by the clubhouse and bowling green in the same layout and orientation as that seen on the day of the site walkover. The green area appears to be overgrown at this time.

6.9.2 GOOGLE MAPS

The site is shown as occupied by the clubhouse and bowling green in the same layout and orientation as that seen on the day of the site walkover. The green area appears to be overgrown at this time.

6.9.3 GOOGLE EARTH

13 No. images are held in the historic imagery dataset, as follows:

Date	Description
December 1945	Imagery is indistinct. However, the site is shown as occupied by the clubhouse and bowling green as seen in the present-day. The site surroundings roughly resemble the present day with open green space (possibly a golf course as in the present-day) to the west and some industry beyond housing to the north. There may be an additional 2 No. greens located immediately north and north west of site (see image below)
	
September 1999	Site is now clearly shown as occupied by the clubhouse and bowling green. The school directly north has been constructed at this time. The industrial area to the north has seen some extension (see image below).
	

Date	Description
December 2003	No major change on site, however, cars can be seen parked in the eastern most corner of site, adjacent to the site access and between this and the clubhouse.
July 2005	No major or discernible change on site.
September 2005	No major or discernible change on site.
September 2006	No major or discernible change on site.
December 2006	A small structure or outbuilding can be made out in the far western corner of site.
June 2010	No major or discernible change on site.
July 2013	The site now appears disused as the state of the bowling green has declined into a rougher vegetated state. Fencing can be seen boarding up the site access and no cars are parked on site. The building in the far west of site has been overgrown slightly (see image below).
	
June 2015	The site is now shown as much more overgrown than previously.
April 2017	No major or discernible change on site. Site remains disused.
May 2018	The eastern area of site appears to have been scraped of vegetation and had some paving and material removed. A spoil pile can be seen adjacent to the site access and on the green itself and the green has seen some material removed. This leaves approximately a third of the green appearing bare of vegetation (see image below).

Date	Description
	
June 2019	The formerly scraped and cleared areas on site (eastern extent and south eastern third of the green) are now once again overgrown and vegetated, however these areas can still be distinguished somewhat.

6.9.4 ENVIRONMENTAL SEARCH

Date	Description
04/09/1999	The site is shown as occupied by the clubhouse and bowling green in the same layout and orientation as that seen on the day of the site walkover. The site appears in use at this time as the green and the site in general appear to be in a good state of repair.
28/04/2013	No major change to site layout or structures. However, the site now appears to be disused with the green appearing rough with vegetation and in a state of disrepair.
12/08/2016	No major change on site.
22/08/2019	No major change to site layout or structures. The outline of former excavations can be seen on site. They are located in the southern eastern third of the green and the far eastern extent of site and identified from previous satellite imagery (referenced above).

6.10 GOOGLE STREET VIEW

The main site body cannot be viewed from Google Street View. Only the site access track off Blake Road can be seen, with a number of parked cars noted associated with the nearby school.

6.11 HISTORIC MAPPING

The following historic maps have been reviewed as part of this assessment. Castledine Environmental do not hold a license for the reproduction and/or distribution of these maps.

Map	Onsite	Offsite
OS County Series: Middlesex, 1873-1881, 1:10,560	The site is shown as unoccupied agricultural field.	The surrounding areas are predominantly agricultural field. The railway tunnel running just outside and parallel with the south western boundary of site is present at this time. A brickworks with a pit is located approx. 180m south east of site.
OS County Series: Middlesex, 1879-1883, 1:10,560	No discernible change on site.	The brickworks has seen some extension south west with additional pits, ponds and machinery (crushers and washers).
OS County Series: Middlesex, 1896-1897, 1:10,560	No discernible change on site.	Surrounding areas see little site relevant change.
OS County Series: Middlesex, 1912-1914, 1:2,500	No discernible change on site.	The brick pit to the south east has seen further extension and addition of pits. A new earth working is located approx. 140m north west of site 3 No. ponds are located approx. 100m and 220m east and 120m north of site.
OS County Series: London (partial), 1920, 1:10,560	No discernible change on site.	Surrounding areas see little site relevant change.
OS County Series: Middlesex (partial), 1935-1936, 1:2,500	The site has now been developed into the bowling green and the clubhouse with a pavilion.	The surrounding areas have been heavily urbanised with the addition of a large amount of terraced housing. Three tennis courts have been constructed immediately north with a court located immediately north west of site. The ponds previously noted north and east of site have been removed as part of this development. The brickworks to the south east is removed but the earth workings remain.

Map	Onsite	Offsite
OS Plan, 1951-1962, 1:10,560	No discernible change on site.	The former brick pits to the south east have now been developed into Scout Park.
OS Plan, 1967-1973, 1:1,250	No discernible change on site.	Surrounding areas have seen further urbanisation and development of housing. The three tennis courts located directly north of site have been removed, leaving an open area. An engineering works, down quilt factory and warehouse and a large bottle factory with further smaller works beyond are now located approx. 130m north west and 200m north of site.
OS Plan, 1973-1975, 1:10,000	No discernible change on site.	Surrounding areas see little site relevant change.
OS Plan, 1981-1983, 1:10,000	No discernible change on site.	Surrounding areas see little site relevant change.
Russian Map: London, 1985, 1:25,000	No discernible change on site.	The final tennis court has been removed and the school seen north of site in the present-day has now been constructed.
OS Plan, 1989-1992, 1:10,000	No discernible change on site.	Surrounding areas see little site relevant change.

6.12 CURRENT LAND USE DATA

ID	Distance [m]	Direction	Company	Activity	Category
1	47	SW	Electricity Substation	Electrical features	Infrastructure and facilities
2	118	NW	Mast	Telecommunications features	Infrastructure and facilities
A	187	NW	The Grading Bureau	Special purpose machinery and equipment	Industrial products
A	188	NW	Roma Marble	General construction and supplies	Industrial products
A	193	NW	Chimney	Chimneys	Industrial features
A	207	NW	Warehouse	Container and storage	Transport, storage and delivery
A	211	N	Electricity Substation	Electrical features	Infrastructure and facilities
A	212	N	Works	Unspecified works or factories	Industrial features
A	213	NW	Gradeline	Textiles, fabrics, silk and machinery	Industrial products

ID	Distance [m]	Direction	Company	Activity	Category
A	213	NW	Lord Clothing	Clothing, components and accessories	Consumer products
3	216	N	Electricity Substation	Electrical features	Infrastructure and facilities
A	222	NW	Praxis	Signs	Industrial products
A	224	N	Langham Lifts Ltd	Industrial repairs and servicing	Repair and servicing
A	231	N	Soundtech Europe Ltd	Electrical components	Industrial products
A	232	NW	J O'Connor Ltd	Mechanical engineers	Engineering services
A	233	N	Electricity Substation	Electrical features	Infrastructure and facilities
4	239	N	Electricity Substation	Electrical features	Infrastructure and facilities
A	240	NW	Seltex	Wood products including charcoal, paper, card and board	Industrial products
A	246	NW	Storage Services Ltd	Container and Storage	Transport, storage and delivery
A	246	NW	Chelsea Air Conditioning Ltd	Construction completion services	Construction services

6.13 PETROL AND FUEL SITES

The Groundsure report records no current or recent petrol sites located within 250m of site.

6.14 HISTORICAL PETROL AND FUEL SITE DATABASE

None recorded within 250m of site.

6.15 POTENTIAL CONTAMINATIVE LAND USES IDENTIFIED ON MAPPING

ID	Distance [m]	Direction	Use	Date
A	0	On site	Tunnels	1962-1987
A	0	On site	Tunnels	1951
A	0	On site	Tunnels	1894
A	4	SW	Tunnels	1938

ID	Distance [m]	Direction	Use	Date
A	7	SW	Tunnels	1920
A	14	SW	Tunnels	1911
A	17	SW	Tunnels	1879
A	17	SW	Tunnels	1869
A	32	SW	Tunnels	1911
B	101	NW	Unspecified commercial/industrial	1973-1980
C	106	NW	Cuttings	1920
C	107	NW	Railway sidings	1938
C	107	NW	Cuttings	1879
C	107	NW	Cuttings	1869
D	108	NW	Railway sidings	1951
C	109	NW	Railway buildings	1894
B	109	NW	Unspecified commercial/industrial	1987
C	109	NW	Cuttings	1962
B	110	NW	Unspecified works	1962
C	111	NW	Cuttings	1951
E	113	SE	Pottery	1938
C	113	NW	Cuttings	1894
B	1116	NW	Bottle works	1938
C	118	NW	Cuttings	1911
E	124	E	Pottery	1920
C	1244	NW	Railway sidings	1920
F	129	SE	Pottery	1911
B	130	NW	Unspecified factory	1962
F	130	SE	Pottery	1864
C	132	NW	Cuttings	1938
B	132	NW	Unspecified pit	1894
B	132	NW	Unspecified pit	1911
B	134	NW	Unspecified pit	1920
2	134	SE	Pottery	1911
F	137	SE	Brick works	1869
F	137	SE	Brick works	1879
E	160	E	Unspecified ground workings	1951
E	161	E	Unspecified ground workings	1962
B	170	N	Bottle works	1938
E	174	E	Unspecified ground workings	1911
E	178	E	Unspecified pit	1894
F	178	SE	Unspecified heap	1894
F	179	SE	Unspecified ground workings	1920
F	180	SE	Unspecified ground workings	1951

ID	Distance [m]	Direction	Use	Date
E	182	E	Unspecified ground workings	1920
C	186	NW	Railway building	1920
D	191	NW	Railway sidings	1864
B	191	NW	Unspecified tank	1962
E	195	E	Unspecified tank	1920
G	197	NW	Unspecified works	1962
G	197	NW	Sewage works	1951
B	198	N	Unspecified works	1962
F	207	SE	Unspecified pit	1879
F	207	SE	Unspecified pit	1869
E	208	E	Unspecified ground workings	1912
E	222	E	Unspecified ground workings	1894
D	234	NW	Unspecified works	1987

6.16 HISTORICAL TANK DATABASE

ID	Distance(m)	Direction	Use	Date
F	190	SE	Unspecified tank	1896-1913
E	191	E	Tanks	1896
E	194	E	Unspecified tank	1913
B	243	NW	Unspecified tank	1967-1969

6.17 HISTORICAL ENERGY FACILITIES

ID	Distance(m)	Direction	Use	Date
1	43	SW	Electricity substation	1973
H	199	N	Electricity substation	1950-1992
D	220	N	Electricity substation	1979-1990

7.0 POLLUTANT LINKAGE ASSESSMENT

The risk posed by any contaminants in soil or groundwater will depend on the nature of the hazard, the probability of exposure, the pathway by which exposure occurs, and the likely effects on the receptors. A contaminant is defined as a substance that has the potential to cause harm, while a risk is considered to exist if such a substance is present in sufficient concentration to cause harm and a pathway exists for a receptor to be exposed to the substance.

The following sections discuss all the identified potential on and off site sources, pathways and receptors in the context of the proposed

development and plausible pollutant linkages which may represent a risk to identified receptors from the data gained from the desk study. At this stage the assessment is qualitative and aimed to determine all pollutant linkages, irrespective of significance or allowing for uncertainty.

Three impact potentials exist for any given site, these are:

- The site impacting upon itself;
- The site impacting on its surroundings; and
- The surroundings impacting on the site.

All three impacts need to be considered in a risk assessment.

7.1 SOURCES

The following potential sources of contamination have been identified.

7.1.1 ONSITE

- Made ground from construction/demolition onsite and nearby
- Parked vehicles in the eastern corner of site
- Unknown medium used for bowling green construction

7.1.2 OFFSITE

- Made ground (voids 200m south east and 170m north west)
- Backfilled ponds
- Railway cutting

7.2 PATHWAYS

A pathway is defined as a mechanism or route by which a contaminant comes into contact with, or otherwise affects a receptor. Pathways by which the identified receptors may be impacted upon in the context of the proposed development are identified as follows:

- Ingestion;
- Skin contact;
- Inhalation;
- Plant uptake,
- Direct contact by buried structures;
- Leaching of soluble contamination into groundwater

7.3 RECEPTORS

Receptors are defined as people, living organisms, ecological systems, controlled waters, atmosphere, structures and utilities that could be adversely affected by contaminant(s).

- Human Health
 - Current users of the site;
 - Future users of the site;
 - Users of neighbouring sites;
 - Construction workers; and
 - Services personnel working in trenches.
 - Construction Materials
- Buried concrete, which may be affected by high concentrations of sulphate and/or low pH, in the soils and groundwater underlying the site; and
- Buried water pipes.
- Controlled Waters
- Ecological Receptors
- Flora and fauna using the proposed development

8.0 CONCEPTUAL SITE MODEL

The Conceptual Site Model (CSM) is a hypothesis of the nature and sources of contamination, potential receptors that may be the recipient of contamination arising from those sources and any pathways that may exist. It creates a plausible source-pathway-receptor pollutant linkage (hazard), set within the context of the ground and proposed end use of the site.

8.1 PRELIMINARY CONCEPTUAL SITE MODEL

8.1.1 SOIL CONTAMINATION

The site is currently occupied by a disused bowling green and clubhouse. Whilst unlikely to be significantly contaminated, historic practices both on-site and nearby have the potential to have contaminated the site with various substances including

- Metals and metalloids;
- Petroleum hydrocarbons
- Asbestos

8.1.2 HAZARDOUS GROUND GAS AND VAPOURS

No significant sources of ground gas or vapour have been identified on or nearby site. There are several backfilled ponds and brick pits within 250m of site, however, the site is located in an area of the London Clay Formation. The clay composition of the bedrock and superficial deposits in this area would inhibit ground gas migration.

TABLE 1. SUMMARY OF SIGNIFICANT POLLUTION LINKAGES

Contaminant	Pathway	Receptor	Probability of Pollutant Linkage	Consequence	Risk	Possible Mitigation
Contaminated Soils	Direct Ingestion & Direct Contact	Site Workers	Li	Md	M	Site workers to wear appropriate PPE for health and safety reasons
Contaminated Soils	Inhalation of Dust	Site Workers	Li	Md	M	
Contaminated Soils	Direct Ingestion & Direct Contact	End Users	Li	Md	M	Due to the sensitive proposed end usage of the site, it is recommended that the site be tested for a standard suite of contaminants.
Contaminated Soils	Inhalation of Dust	End Users	Li	Md	M	
Contaminated Soils	Direct Ingestion	Flora and Fauna	Li	Md	M	
Contaminated Soils	Vertical and lateral migration	Controlled Waters	UI	Md	L	
Contaminated Soils	Direct contact	Services	UI	Md	L	
Ground Gases (Methane and CO ₂)	Vertical and lateral migration	End Users & Building Envelope	UI	Md	L	No significant sources of ground gas or vapour have been identified on or nearby site. The clay composition of the bedrock and superficial deposits in the area would inhibit ground gas migration.
Volatile and Semi-volatile Organic Compounds	Vertical and lateral migration	End Users & Building Envelope	UI	Md	L	
Radon	Vertical and lateral migration	End Users & Building Envelope	UI	Md	L	Site is not located in a Radon Affected Area.

KEY: Probability of pollutant linkage Hi = Highly likely, Li = Likely, Lw = Low Likelihood, UI = Unlikely
 Consequence Sv = Severe, Md = Medium, Mi = Mild, Mr = Minor,
 Overall Risk VH = Very High, H = High, M = Moderate, M/L = Moderate/Low, L = Low, VL = Very Low

Based on the preliminary CSM for the site, an environmental risk assessment has been undertaken. A simple matrix can provide a consistent basis for decision making. It should be used with caution, recognising the over-simplification that it will normally represent. The probability and consequences are defined according to parameters relevant to the situation; the boundaries of risk acceptability (and tolerability, where relevant) indicated on the matrix provided in Table 2, can be tailored to the factors influencing the significance of the risk. Individual situations are mapped onto the matrix to provide a ready and consistent indication of their acceptability or tolerability.

TABLE 2. RISK CLASSIFICATION MATRIX

		Consequence			
		Severe (Sv)	Medium (Md)	Mild (Mi)	Minor (Mr)
Probability	High (Hi)	Very high risk	High risk	Moderate Risk	Moderate/Low Risk
	Likely (Li)	High risk	Moderate Risk	Moderate/Low Risk	Low Risk
	Low Likelihood (Lw)	Moderate Risk	Moderate/Low Risk	Low Risk	Very Low Risk
	Unlikely (UI)	Moderate/Low Risk	Low Risk	Very Low Risk	Very Low Risk

Source: CIRIA Report C552, Contaminated Land Risk Assessment. A Guide to Good Practice, 2001

These attributes are evaluated qualitatively against individual hazard assessments to determine the likelihood of a given hazard occurring. The risk evaluations for each plausible pollutant linkage are given in the last three columns of Table 1.

TABLE 3. CLASSIFICATION OF RISK

Very high risk (Vh)	There is a high probability that severe harm could arise to a designated receptor from an identified hazard, OR, there is evidence that severe harm to a designated receptor is currently happening. This risk, if realised, is likely to result in a substantial liability. Urgent investigation (if not undertaken already) and remediation are likely to be required.
High risk (Hi)	Harm is likely to arise to a designated receptor from an identified hazard. Realisation of the risk is likely to present a substantial liability. Urgent investigation (if not undertaken already) is required and remedial works may be necessary in the short-term and are likely over the longer term.
Moderate risk (Md)	It is possible that harm could arise to a designated receptor from an identified hazard. However, it is either relatively unlikely that any such harm would be severe, or if any harm were to occur it is more likely that the harm would be relatively mild. Investigation (if not already undertaken) is normally required to clarify the risk and to determine the potential liability. Some remedial works may be required in the longer-term.
Low risk (Lw)	It is possible that harm could arise to a designated receptor from an identified hazard, but it is likely that this harm, if realised, would at worst normally be mild.
Very low risk (VI)	There is a low possibility that harm could arise to a receptor. In the event of such harm being realised it is not likely to be severe.

Source: CIRIA Report C552, Contaminated Land Risk Assessment. A Guide to Good Practice, 2001

9.0 ENVIRONMENTAL RISK ASSESSMENT

Based on the information contained in this report, it is the opinion of Castledine Environmental that the site represents a **LOW** to **MODERATE** level of risk with respect to the proposed development.

It is recommended that further environmental investigation be planned and implemented.

It is recommended that the Buildings on site should be subject to an asbestos survey and removal by appropriately qualified personal prior to any redevelopment occurring in order to ensure site works do not cause future contamination of the site.

This report should be submitted to your Local Planning Authority for agreement to allow the Phase 2 intrusive testing to be undertaken.

10.0 SUMMARY OF RISKS**10.1.1 SOIL CONTAMINATION**

Whilst the site is unlikely to be significantly contaminated. It is recommended that further investigation of the site soils be carried out. This is due to the potential presence of made ground deposits from the construction of the bowling green and clubhouse; made ground deposits from construction of surrounding residential areas (and the school to the north); identified movements of machinery in the south eastern third of the green and eastern corner of site; storage of parked vehicles over time in the eastern corner of site; high levels of natural lead and arsenic in the London Clay Formation; the unknown medium used to construct the bowling green itself (potentially contaminated deposits originating from elsewhere/London Clay Formation); and the sensitive end usage of the proposed development.

10.1.2 GROUND GASSES AND VAPOURS

No significant sources of ground gas or vapour have been identified on or nearby site. There are several backfilled ponds and brick pits within 250m of site, however, the site is located in an area of the London Clay Formation. The clay composition of the bedrock and superficial deposits in this area would inhibit ground gas migration

11.0 FURTHER ENVIRONMENTAL INVESTIGATION

It is recommended that a Phase 2 Intrusive Site Investigation be planned and implemented. This would involve the formation of trial pits to facilitate the taking of environmental samples for laboratory analysis.

12.0 REFERENCES**12.1 LEGISLATION AND REGULATIONS****12.1.1 ACTS**

- [1] Environmental Protection Act 1990, Part IIA: inserted by Environment Act 1995, Section 57. See Environment Act 1995 for text of Part IIA.

12.1.2 PLANNING REGULATIONS

- [2] The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 SI1999/No.293
- [3] The Town and Country Planning (Environmental Impact Assessment) (England and Wales) (Amendment) Regulations 2000 SI2000/No.2867

12.1.3 CONTAMINATED LAND REGULATIONS

- [4] The Contaminated Land (England) Regulations 2000. SI2000/No.227
- [5] The Contaminated Land (England) (Amendment) Regulations 2001 SI2001/No.663
- [6] The Contaminated Land (England) Regulations 2006 SI2006/No.1380

12.2 STATUTORY GUIDANCE

- [7] Department of Environment, Food and Rural Affairs. 2012. *Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance*. Department of Environment, Food and Rural Affairs
- [8] Communities and local Government, 2018: National Planning Policy Framework.

12.3 BRITISH STANDARDS

- [9] BS 5930:2015 Code of practice for site investigations
- [10] BS 10175:2011+A2:2017 Investigation of potentially contaminated sites - Code of practice
- [11] BS 8485:2015+A1:2019 BS 8485 - 2015 - Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings
- [12] BS 8576:2013 Guidance on investigations for ground gas. Permanent gases and Volatile Organic Compounds (VOCs)

12.4 NON STATUTORY TECHNICAL GUIDANCE**12.4.1 ENVIRONMENT AGENCY**

- [13] Cassella Stranger, 2002. Model Procedures for the Management of Contaminated Land, Contaminated Land Report (CLR) 11, Department for Environment, Food, and Rural Affairs.

12.4.2 CIRIA PUBLICATIONS

- [14] Wilson, S., Oliver, S., Mallett, H., Hutchings, H., and Card, G.. 2007, *C 665 Assessing risks posed by hazardous ground gases to buildings* London: Construction Industry Research and Information Association
- [15] Mallett, H., Cox, L., Wilson, S. and ,Corban M... 2014, *C 735 Good practice on the testing and verification of protection systems for buildings against hazardous ground gases* London: Construction Industry Research and Information Association

12.4.3 CL:AIRE

- [16] Card G, Wilson S, Mortimer S. 2012. *A Pragmatic Approach to Ground Gas Risk Assessment. CL:AIRE Research Bulletin RB17.* CL:AIRE, London, UK. ISSN 2047- 6450 (Online)

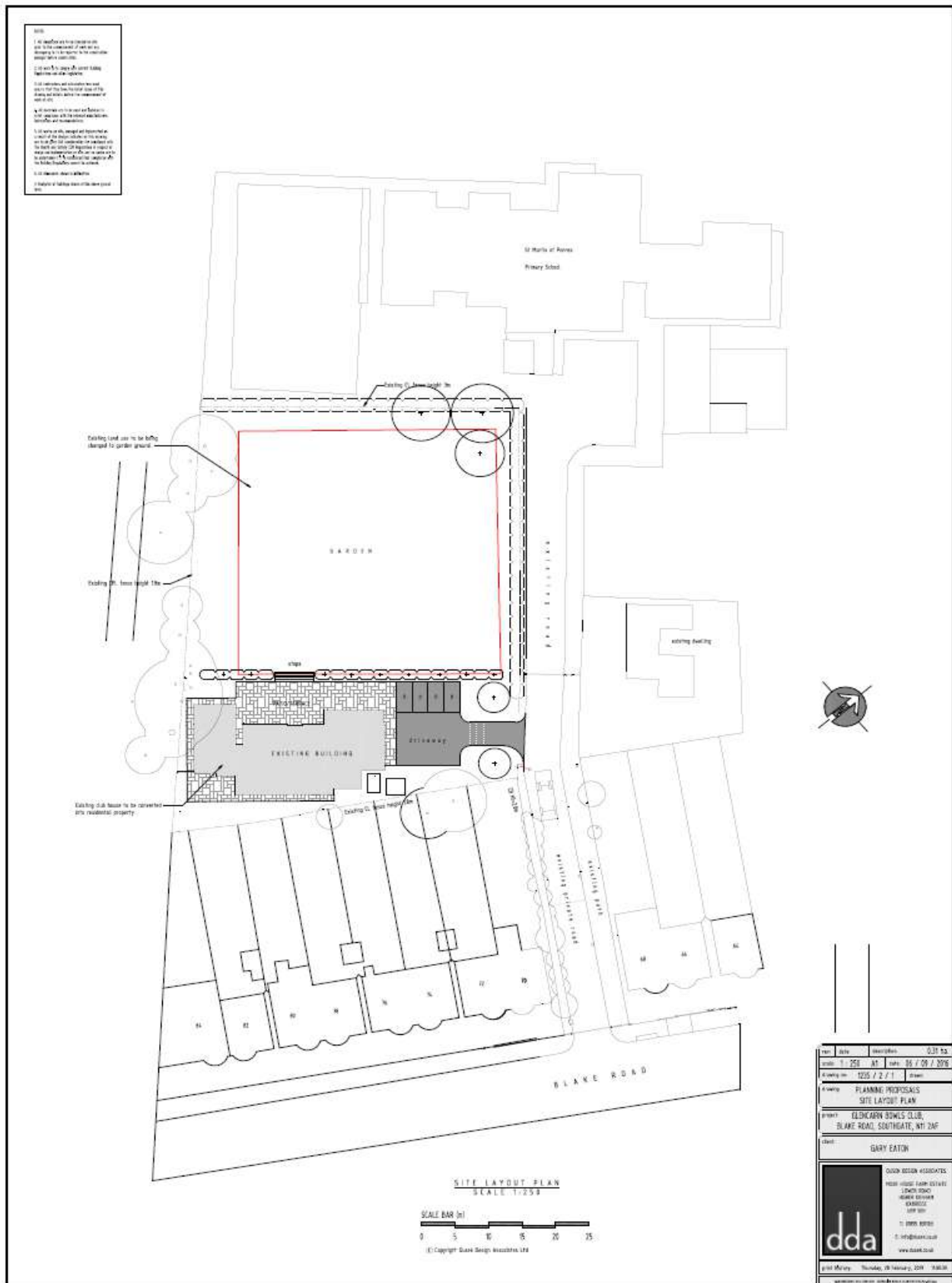
13.0 APPENDICES

APPENDIX A

ENVIRONMENTAL SEARCH

APPENDIX B

PROPOSED SITE PLANS



APPENDIX C

SITE PHOTOS AND LOCATIONS



Site Walkover Photos

Photo No.1: Site access track off Blake Road, facing SE



Address: Glencairns Bowling Club, Southgate, London
Client: Lousada PLC

Photo No.2: Site access off track, facing SW





Site Walkover Photos

Photo No.3: Bowling clubhouse from site access, facing SW



Address: Glencairns Bowling Club, Southgate, London

Client: Lousada PLC

Photo No.4: Site and bowling green area from eastern corner of site, facing west toward western corner





Site Walkover Photos

Address: Glencairns Bowling Club, Southgate, London
Client: Lousada PLC

Photo No.5: Boggy area noted immediately south of access



Photo No.6: Gas main seen entering building from site access





Site Walkover Photos

Photo No.7: Clubhouse pavilion, facing NE



Address: Glencairns Bowling Club, Southgate, London
Client: Lousada PLC

Photo No.8: Site from southern corner and clubhouse, facing north toward northern corner across bowling green





Site Walkover Photos

Photo No.9: Clubhouse from NW boundary, facing SE



Address: Glencairns Bowling Club, Southgate, London

Client: Lousada PLC

Photo No.10: Bowling green from northern corner of site, facing south west toward western corner of site



APPENDIX D**WATCHING BRIEF**

It remains possible that previously unexpected soil conditions may be encountered during the construction process. Examples may include oily pockets within the soil, potential for asbestos containing materials, black ashy materials, soils exhibiting strong odours, brightly coloured materials, and former demolition materials.

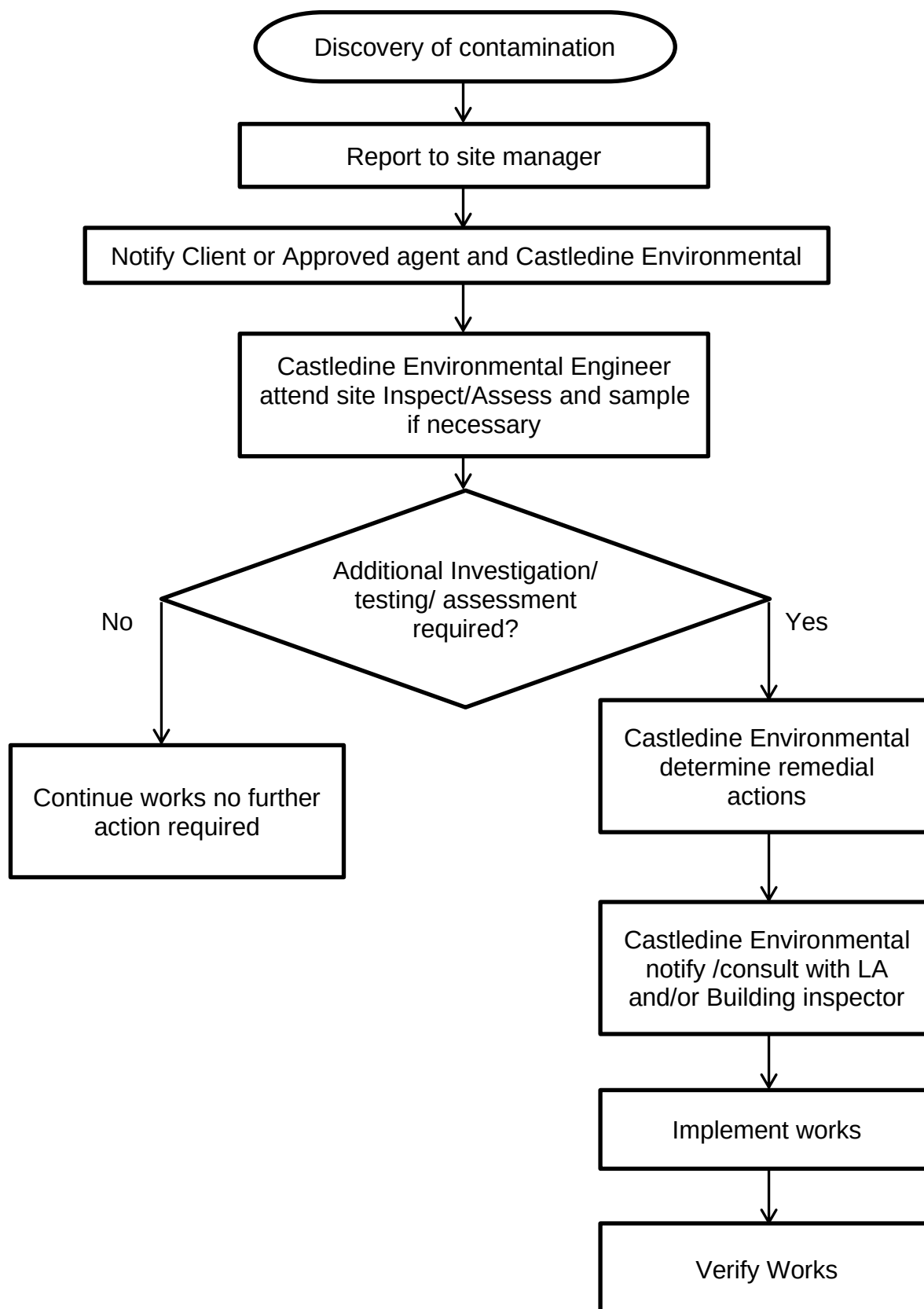
Should previously undiscovered contamination be encountered during the demolition/construction of the new buildings the following course of action should be adhered to:

1. The ground workers should report any suspected contamination immediately to the Client's site supervisor. The supervisor should contact the Client or their appointed agent who will in turn contact Castledine Environmental to request an engineer to visit the site to assess the extent of the 'contamination'.
2. Castledine Environmental shall make records of their inspection, and pass details of these to the Local Authority.
3. Where the conditions revealed differ from those previously anticipated, the Castledine Environmental shall take samples as deemed appropriate to be dispatched for appropriate chemical testing.
4. Depending on the results of the testing either:
 - a. no further work will be required;
 - b. a further detailed risk assessment will be required; and/or
 - c. Localised specific remedial measures will be necessary.Appraisal criteria will vary depending on the nature of the assessment.
5. The results of any such testing will be sent to the Local Authority Pollution Control Section, Local Authority development control section, and the appointed building inspector. If remediation is required, the LA/Building inspector will be informed of the date and time of the proposed works.

6. Remediation will be undertaken in accordance with a method statement submitted for approval. The works shall be supervised where necessary by Castledine Environmental who shall provide a Verification Report for the Local Authorities.
7. A copy of the discovery strategy should be lodged on site and provisions made to ensure that all workers are made aware of their responsibility to observe, report and act on any potentially suspicious or contaminated materials they may encounter.

APPENDIX E

DISCOVERY STRATEGY





*Aerial view of Land off Blake Road, London
Licensed from Promap*

**CLASS MA CONVERSION
OF FORMER GLENCAIRNS BOWLS CLUB
LAND OFF BLAKE ROAD, LONDON N11 2AF**

Lousada PLC

HIGHWAY IMPACT ASSESSMENT

JULY 2021 [REVISED AUGUST 2021]

REPORT REF: HAS/21-040/HIA REV A

**CLASS MA CONVERSION
OF FORMER GLENCAIRNS BOWLS CLUB
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HIGHWAY IMPACT ASSESSMENT

JULY 2021 [REVISED AUGUST 2021]

REPORT REF: HAS/21-040/HIA REV A

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REVISION HISTORY – REPORT REF: HAS/21-040/HIA REV A

REVISION	DATE	COMMENTS AND CHANGES	PREPARED BY:
First Issue	30 th July 2021	Initial Issue	ACD
A	4 th August 2021	Submission copy (minor typographic corrections)	ACD

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Figure 2	General Site Location Plan
Figure 3	Personal Injury Accident Locations

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Tables 2a/2b	MfS2 Visibility Splay Calculations – Blake Road
Table 3	Parking ‘Beat’ Survey Results

DRAWINGS

HAS/21-040/01	Site Context, including Blake Road Visibility Assessment
HAS/21-040/02	Site Access Detail and Visibility Assessment
HAS/21-040/03	Fire Tender Tracking at Proposed Site Access
HAS/21-040/04	Private Car Tracking at Driveway

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A.	SITE BOUNDARY PLANS
B.	CONSENTED NURSERY DEVELOPMENT [HGY/2020/0228]
C.	EXTRACT FROM TfL CYCLE MAP
D.	SELECTED PUBLIC TRANSPORT MAPS
E.	METHOD OF TRAVEL TO WORK – HARINGEY CENSUS DATA (2011)
F.	WEBCAT PTAL REPORTS

GLOSSARY

Abbreviations

AQMA	Air Quality Management Area
CIHT	Chartered Institution of Highways & Transportation (formerly the IHT)
CIL	Community Infrastructure Levy
DCLG	Department for Communities & Local Government
DfT	Department for Transport
DMRB	Design Manual for Roads & Bridges
DPD	Development Plan Document
GEA / GIA	Gross External Area / Gross Internal Area
HAS	Highway Access Solutions
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LBH	London Borough of Haringey
MfS / MfS2	Manual for Streets / Manual for Streets 2
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PIA / PIC	Personal Injury Accident / Personal Injury Collision
PPG	Planning Policy Guidance
PRoW	Public Rights of Way
PTAL	Public Transport Accessibility Level
RCC	Roman Catholic Church
s106 / s278	Section 106 Agreement / Section 278 Agreement
SPD / SPG	Supplementary Planning Document / Guidance
'the School'	St. Martin of Poores RC Primary School
TfL	Transport for London

Common Units of Measurement

m / km	Metres / Kilometres	(distance)
kph / mph	Kilometres / Miles per Hour	(speed)
m/s	Metres per Second	(speed)
m/s ²	Metres per Second squared	(acceleration / deceleration)
s	Seconds	(time)
sqft / sqm	Square Feet / Square Metres	(area)

1.0 INTRODUCTION

- 1.1 Highway Access Solutions [HAS] have been commissioned on behalf of Lousada PLC to provide highways and transportation consultancy advice in relation to land at the former Glencairns Bowls Club, off Blake Road in London, N11 2AF. The site is located within the (Outer) London Borough of Haringey [LBH], approximately 500m within the North Circular Road. The location of the site is illustrated at **Figures 1 and 2**, while site boundary plans are included at **Appendix A**.
- 1.2 The land is bound to the northwest by the St. Martin of Poores RC Primary School, to the northeast by a private access road, to the southeast by existing residential development fronting Blake Road, and to the southwest by cut-and-cover railway tunnels (forming part of the national railway network).
- 1.3 The private access road on the northeastern boundary provides access to both the site and St. Martin of Poores RC Primary School, connecting both directly to Blake Road. It is approximately 105m in length, and is understood to be owned by the local Diocese of the Roman Catholic Church [RCC]. The site (and former Glencairn Bowls Club) benefit from rights-of-access along this private road. A close-boarded wooden fence separates the site and private road, with access being via a gateway located approximately 50m from Blake Road.

Previous Proposals

- 1.4 During late 2016, Lousada PLC previously applied for planning permission for 8 four-bedroom houses at the site (application reference HGY/2016/4166). However, the application was withdrawn following opposition from the LBH Highways department, the School and local residents. Concerns raised included the scale of the development, impacts on local parking availability and access to the school for routine and emergency purposes.
- 1.5 Lousada PLC subsequently considered a revised application during 2017, preparing an alternate 8-house scheme. HAS were appointed to advise Lousada PLC in this regard, ensuring that the overall design addressed the concerns of the Borough and School. However, Lousada PLC ultimately decided not to proceed with the alternate residential scheme.
- 1.6 Subsequently, during 2020, Kids Care Ltd proposed an alternate re-use of the site, as a small private Nursery with capacity for up to 24 children. This proposal would lead to their acquiring the site from Lousada PLC. HAS were again retained to provide advice regarding this scheme, which obtained planning consent via Prior Approval on 8th March 2021 (Haringey reference HGY/2021/0228). The Nursery would be formed by conversion of the existing clubhouse building and grounds. Details of the consent and approved layout are included here at **Appendix B**.

Class MA Proposal

- 1.7 With the introduction of the Class MA change-of-use provisions due to come into force from 1st August 2021, Lousada PLC now wish to consider a possible, alternate proposal for conversion of the former Glencairns Bowls Club (which is now considered to be a vacant 'Class E' development). This would see the existing building converted into a single residential dwelling (essentially comprising a large bungalow).
- 1.8 Noting its setback from the public highway and the need to avoid parking along the school access road, the proposed dwelling would be provided with two parking spaces. In principle, the conversion would have significantly lower traffic, noise and other amenity impacts on the local area than any of the previous proposals made by Lousada PLC or Kids Care Ltd.
- 1.9 The Gross External Area [GEA] of the existing clubhouse is only 319sqm (with the Gross Internal Area [GIA] being smaller still). On this basis, no formal Highways assessment is required to support the proposal for a single residential dwelling. Nonetheless, HAS consider the submission of a Highway Impact Assessment in support of the Class MA proposal to be good practice (consistent with the approach taken in relation to the preceding proposals).

Background Information

- 1.10 Representatives of HAS first visited the site on Wednesday 12th July 2017, between 0800 and 1600 hours, examining the site, its access and the local highway network. During the visit conditions were hot, with a light overcast. A beat parking survey and speed survey were conducted during the site visit. No roadworks were observed in the vicinity of the site, nor were there any unusual conditions that may have influenced the findings made.
- 1.11 It had been hoped that, by late 2020, the current COVID-19 pandemic would have abated sufficiently for HAS to conduct a repeat site visit inclusive of repeat survey work. However, regrettably, the pandemic has continued throughout 2020, potentially impacting on-street parking, traffic flows and highway user behaviour.
- 1.12 HAS did conduct a short, socially-distanced site visit on 11th November 2020. Noting that conditions at the site are fundamentally unaltered since 2017, it is proposed that the 2017 data be referred to within this report, in place of any atypical 2020/21 data (gathered under pandemic conditions).
- 1.13 It is noted that a new 'London Plan' and revised 'National Planning Policy Framework' [NPPF] have both been published recently. These documents, and other matters pertaining to planning policy and guidance have been considered in detail by Marrons

Planning, acting on behalf of Lousada PLC. Noting this fact, this Highway Impact Assessment does not include any detailed discussion of planning policy. Instead, reference will be made to specific policies within the report text (where applicable). Additionally, this report is also prepared with due regard to numerous other items of Highways guidance, including but not limited to:

- Manual for Streets [DfT, 2007] / Manual for Streets 2 [CIHT et al, 2010]
- The Design Manual for Roads & Bridges [DfT]
- Pedestrian Comfort Guidance for London [TfL, 2010]
- Better Streets Delivered / Better Streets Delivered 2 [TfL, 2013 / 2017]
- Streetscape Design (Fourth Edition) [TfL, 2019]
- The Haringey Local Plan [LBH, consolidated 2017]

Report Structure

1.14 This report is structured as follows:

- **Chapters 2** through **4** provide context on the existing conditions at the site, with regard to the following:
 - Chapter 2 details the layout, geometry and so forth of the site, its access road and Blake Road;
 - Chapter 3 presents the results of various surveys undertaken by HAS; and;
 - Chapter 4 considers the various sustainable travel opportunities afforded by the site
- **Chapter 5** summarises the proposed development;
- **Chapter 6** considers the trip generation of the existing, consented and proposed uses at the site, as well as the net impact of the newly proposed Class Ma conversion upon the highway network; and,
- **Chapter 7** provides a summary of the report.

2.0 EXISTING CONDITIONS – DEVELOPMENT SITE & PRIVATE ROAD

Site Conditions

- 2.1 At present, the site itself is largely derelict. The former bowls green is overgrown, while a clubhouse located in the southern corner of the site is no longer used.
- 2.2 The site is enclosed by overgrowth and fencing (of various types) on all sides, with the access gate being located on the northeastern boundary. As a result of its former use, it is largely level. A partially-overgrown parking area (with approximate dimensions of 18m by 11m) is located in the southern corner of the site, adjacent to the retained pavilion.
- 2.3 The site access, located approximately 50m from Blake Road remains in use and is normally secured by means of metal fencing and a padlock (except when access is required for maintenance). The extents of the access are clearly defined by a dropped kerb approximately 7.5m in length (or over 9m in length inclusive of the transitional kerbstones). Overgrowth in the vicinity of the access has periodically been cleared to ensure unrestricted access

Private Access Road – Layout

- 2.4 The private access road serving the site and School passes between Numbers 68 and 70 Blake Road. It lies within a corridor of approximately 9.6m width (as established by topographical survey). Working from northeast to southwest, this width comprises the following features:
- a wooden fence (with concrete posts) bounding Number 68
 - a footway of approximately 2.9m width;
 - a carriageway of approximately 5.5m width;
 - an overgrown verge of approximately 1.2m width; and,
 - a wooden fence (with concrete posts) bounding Number 70.
- 2.5 The access road connects to Blake Road at a simple, priority-controlled T-junction. No give-way markings are present, kerb radii are limited to around 3m (without dropped kerbs or tactile paving). “SCHOOL – KEEP CLEAR” markings of approximately 37m length are centred on the access. Associated signage prohibits parking on these markings between the hours of 0800 to 1630 hours, Monday to Friday.
- 2.6 A single street lighting column is located on the access road, to the rear of the footway and approximately 45m from Blake Road (opposite site access). Additional lighting columns of a similar style is also located with the site of the School itself.

- 2.7 Both the footway and carriageway of the private road are in relatively poor but passable condition. They appear to be constructed from concrete, with a thin wearing course of bituminous material having been added to some sections at a later date.
- 2.8 It is understood that maintenance of the private access road and footway is the responsibility of their landowner (the Diocese). It is also understood that the School previously applied to the Diocese for funds to undertake works to the road and footway, but were unsuccessful in obtaining these.

Private Access Road – Gates

- 2.9 The access road features two sets of gates. The first of these is located on the Blake Road frontage, immediately to the rear of the public footway (less than 3m from the Blake Road carriageway). These comprise a pair of manually-operated vehicle gates, of metal frame-and-rail construction each approximately 2.9m in width and 2m in height. They open inward and to the sides of the private access road. An adjacent pedestrian access gate of only 1m width is provided to their north (this being significantly narrower than the 2.9m wide private footway beyond).
- 2.10 The above access gates appear to be kept open at all times when the School is open, being closed only at weekends and during school holidays. It should be noted that the Bowls Club had (and their subsequent successors-in-title have) the right to open the gates to obtain access at any and all times.
- 2.11 The second set of gates is located approximately 60m from Blake Road. These are of a very similar nature to the gates at Blake Road. However, they are electrically-operated, and the vehicular gate comprises only a single barrier (opening inward and to the south). The second set of gates is generally kept closed at all times, being opened only for access to the School.
- 2.12 The electric vehicle gate can be opened by a keypad located approximately 4m outside of the gate (using a staff code or keycard), by a simple push button located a similar distance inside of the gate, and from the School office. Oddly, the outer keypad is located on the northern kerbline. This forces vehicles entering the site to cross to the wrong side of the access to reach it.
- 2.13 The pedestrian gate can be opened by a keypad on its outer face, and by a simple push button inside the site (and also from the School office).

Public Rights-of-Way

- 2.14 No Public Rights of Way [PRoW] pass through the site, nor along the private access road detailed above. Access is only permitted for persons associated with the School, and for access to the development site.

School Operations

- 2.15 The school day at St Martin of Poores RC runs from 0855 to 1520 hours. The School ask that children not arrive before 0845 hours and be collected promptly at the end of the day. When observed by HAS during 2017, arrivals in the morning period were observed to fall between 0840 and 0900 hours, while departures occurred from 1520 until approximately 1540 hours. Such movements are broadly consistent with the timings requested by the School.
- 2.16 The School is understood to have about ~20 teaching / learning support staff, as well as several caretakers, dinner supervisors, kitchen and administrative staff. At the time of the HAS site visit in July 2017, the Headteacher estimated around 30 staff would have been on-site during the school day itself.
- 2.17 For a period of approximately 20 minutes in the morning from around 0840 to 0900 hours), and for a longer period after 1500 hours, the electronic gates at the site are locked open. At this time, parents and children routinely walk along the road itself rather than the footway. Observations by HAS suggest that the primary cause of this is the narrow pedestrian gates provided, which serve to funnel pedestrians onto the road itself.
- 2.18 It is understood that only school staff (not parents) are permitted to enter the private road during the school day. The School currently permit staff to park on the road, with many choosing to do so (see the 'Parking Survey' results, below). Notwithstanding this restriction, numerous parents dropping off or collecting children were observed to turn around using the site access junction, during both the morning arrival and afternoon departure periods.
- 2.19 It is understood that the School inform parents not to make such manoeuvres (and not to stop on the "SCHOOL – KEEP CLEAR" markings) in periodic newsletters. However, this does not prevent such behaviour, and more active enforcement may be appropriate given the hazard of such manoeuvres.

3.0 EXISTING CONDITIONS – LOCAL HIGHWAY NETWORK & SURVEYS

Local Highway Network – Blake Road

- 3.1 Blake Road is a residential road with a carriageway of approximately 9.8m width. It has footways approximately 2.7m wide on both sides. On-street parking along the road is common. As such, HAS assess its typical passable width to be just over 5.5m (where parking is present on both sides).
- 3.2 In the vicinity of the site, Blake Road is subject to a 20mph speed limit and fronted on both sides by residential development. Street lighting is provided by lamp columns on alternate sides of the road, located on the footways immediately beyond their kerblines. At the junction with the private access road serving the site and the School, it has a gradient of around 3.5% (as established by topographical survey). This steepens significantly approximately 100m to the northeast of the access junction.
- 3.3 Two pairs of ‘build-outs’ are present on Blake Road, one to either side of the site/School access road junction. The northern pair lies approximately 28m northeast of the access, while the southern pair are around 18m to the southwest. The build-outs are approximately 2.4m in width and offset 0.9m from the kerblines into the carriageway (leaving a margin for drainage). As such, they reduce the width of Blake Road by about 6.6m, leaving a 3.2m clear width. They therefore require vehicles travelling in opposing directions to give-way to each other. No priority is indicated.
- 3.4 Pedestrian crossings have been included at both build-out locations, protected by bollards and including some tactile paving on the build-out themselves (but not the nearby kerblines). The build-outs have been supplemented by “SLOW” markings on the approaching carriageways and by carriageway markings similar to the standard triangular “School” warning sign. At the time of the most recent site visit, these markings were severely worn.
- 3.5 In general, Blake Road is very lightly trafficked. The majority of the traffic observed on 12th July 2017 appeared to be associated with the School, with very little traffic (often less than 20 vehicles per hour) observed during the middle of the day. Observations during 2020 showed similarly light traffic flows.
- 3.6 The nearest major road is the A609, located around 300m northwest of the site. This runs approximately perpendicular to the North Circular, which is in turn located approximately 450m to the northwest. In combination, these routes would allow traffic associated with the site to rapidly defuse onto the wider highway network.

Local Highway Network – Private Driveways

- 3.7 Several dwellings to the northwest of Blake Road have driveways on their frontages, usually accompanied by a suitable dropped kerb. From the design of the local area, it is clear such driveways would have been created subsequent to the houses themselves.
- 3.8 Driveways are much less common on the southeastern side of Blake Road. However, both Number 68 and 70 have such driveways. These are in very close proximity to the private access road serving the site and the School.

Speed Survey & Access Visibility

- 3.9 A speed survey was conducted on site on Wednesday 12th July 2017 between 0910 and 1400 hours (i.e. during the school day). Speeds were recorded from 10 minutes past the hour until 30 minutes past, and from 20 minutes to the hour until its end (allowing time for a parking beat survey every half-hour, as detailed below). Speed readings were therefore sampled across a total period of 200 minutes (or 3 hours 20 minutes).
- 3.10 HAS survey staff were positioned opposite the private site access, partially obscured from view by parked vehicles. The survey recorded only free-flow vehicle speeds. Vehicles stopping on-street, turning at the access junction or giving-way to oncoming traffic at the nearby build-outs were all disregarded. Given the very low traffic flows and above exclusions, only 61 readings were obtained for northeast-bound traffic, while 59 were obtained for southwest-bound traffic.
- 3.11 The results of this survey are included at **Tables 1a** and **1b**. Mean speeds of 24.2mph and 23.8mph were observed for northeast-bound and southwest-bound traffic, respectively. As such, it is clear that the 20mph limit on Blake Road is partially disregarded, with at least half of all drivers exceeding this by around 20%.
- 3.12 Allowing for wet-weather adjustments (made in line with the 'Manual for Streets' and DMRB), HAS have calculated 85th percentile design speeds for Blake Road to be 26.2mph (42.2kph) for northeast-bound traffic and 26.7mph (43.0kph) for southwest-bound traffic.
- 3.13 **Tables 2a** and **2b** show visibility splays calculations undertaken in accordance with Chapter 10 of 'Manual for Streets 2' (also known as MfS2). These take into account driver reaction times, the local carriageway gradient and the above design speeds. The calculations suggest that the junction between Blake Road and the private road should ideally benefit from visibility splays at least 37m in length. On-site observations suggest achievable visibility splays at the access junction exceed 37m, primarily owing to the wide footway.

Parking Survey

- 3.14 An on-street 'beat' parking survey was conducted by HAS at Blake Road, along the private access road and within the school car park during Wednesday 12th July 2017 (between 0800 and 1540 hours). Observations were taken every half-hour, starting at the top of the hour and at half-past the hour.
- 3.15 Observations were taken in six key areas. The maximum capacities of these areas have been estimated based on the lengths of carriageway involved and an assumption of 6m per car (with deductions being made for junction proximity, gates, private driveways, Keep Clear markings and other obstructions). The areas surveyed were as follows:
- | | |
|---|------------------------------|
| ▪ Blake Road (south of build-outs, to Tunnel Gardens) | Max. capacity 42 cars |
| ▪ Blake Road (between build-outs, near access) | Max. capacity 9 cars |
| ▪ Blake Road (north of build-outs, to Lynton Gardens) | Max. capacity 18 cars |
| ▪ Private road (between Blake Road and inner gates)* | Max. capacity 7 cars |
| ▪ Private road (inside both gates / School site) | Max. capacity 6 cars |
| ▪ School Car Park | Max. capacity 8 cars |
| ▪ TOTAL surveyed capacity | Max. capacity 90 cars |

Note: Maximum capacity of the Access Road has been estimated assuming no access to the derelict Bowls Club site. Were access to be required, capacity would not safely exceed 7 cars. If no parking is permitted within 25 feet of Blake Road, capacity drops to approximately 6 cars,

- 3.16 Full results of the survey are included at **Table 3**. These show that, in general, significant on-street parking opportunities were available on Blake Road during the school day. Peak demand occurred during the morning peak hour (when parents dropped off children at the School). There was a minimal increase in on-street parking demand prior to the end of the school day. In general, it appeared that more parents walked to school to collect their children than had done so when dropping them off.

2020 'Spot' Surveys

- 3.17 Whilst it was not considered appropriate to undertake a full set of surveys during November 2020 (owing to the COVID-19 pandemic, representatives of HAS did undertake 'spot checks' of the previous data.
- 3.18 A parking beat was conducted between 1230 and 1240 hours on 11th November 2020. This identified 54 parked vehicles, as compared with 57 during the July 2017 survey. HAS had actually expected to see a notable increase in parking demand owing to households 'working from home' during the pandemic, so this result potentially

suggests that local on-street parking demand (under normal conditions) may actually have fallen since 2017.

- 3.19 No formal speed survey measurements, but based on the known distances at Blake Road, representatives of HAS estimated the speeds of several sample vehicles. Having observed a half-dozen vehicles travelling along the road, all were estimated to be travelling between 20mph and 30mph, with most towards the lower end of the range. This indicates that the local 20mph limit is widely disregarded, but not to a significant extent.

Personal Injury Collision Records

- 3.20 Personal Injury Collision [PIC] data in the vicinity of the site has been obtained from the CrashMap website (www.crashmap.co.uk) for the 6-year period from 2015 to 2020 (inclusive). An extract of the data obtained is shown at **Figure 3**.
- 3.21 The absence of any PIC occurrences at Blake Road clearly demonstrates that, although the School drop-off area can be busy at peak times, it fundamentally operates on a safe-and-suitable basis.

4.0 EXISTING CONDITIONS – SUSTAINABLE TRAVEL OPPORTUNITIES

Potential for Journeys on Foot

- 4.1 Guidance on walking distances between residential developments and local amenities is commonly drawn from the document ‘Providing for Journeys on Foot’ (IHT, 2000). While somewhat dated, evidence suggests that the distances people are prepared to walk have not varied significantly since the late-20th Century. More recent guidance typically focuses on improvements to the pedestrian environment, rather than promoting changes to typical walking distances.
- 4.2 ‘Providing for Journeys on Foot’ suggests that for access to local shops and services (typical of a town or local centre) the preferred maximum distance is 800m.
- 4.3 Based on the same guidance, a walking distance of 1000m (1km) is acceptable for trips to work, with 2000m (2km) being stated to be the preferred maximum walking distance. A 1km walk is equivalent to approximately 12½ minutes, while a 2km walk is equivalent to approximately 25 minutes. **Figure 2** shows an indicative 2km catchment area centred on the site.
- 4.4 The Manual for Streets [MfS] reinforces the above advice, stating at Paragraph 4.4.1 that walking “...offers the greatest potential to replace short car trips, particularly those under 2km”. The MfS also indicates that the propensity to walk is influenced not only by distance but also the quality of the walking experience, as influenced by the overall environment, the perception of safety, vehicular traffic flows/speeds, etc.
- 4.5 In general, the pedestrian experience at Blake Road and other side roads in the vicinity of the site is pleasant, with wide footways, street trees in many areas and ample provision of crossing points. While the A609 is relatively busy, similar levels of pedestrian amenity can be found along much of its length.
- 4.6 On the above basis, it is apparent that the site is located within walking distance of significant residential areas. Additionally, numerous small retail and food outlets in the vicinity of Bounds Green Underground Station and along the length of A609 Bounds Green Road are within walking distance of the site). Of particular note are a Post Office, numerous small general / food stores and a ‘Pharmacare’ pharmacy, all of which may be convenient for site residents.
- 4.7 Overall, it is considered that the site offers reasonable opportunities for trips to be made on foot, both for trips made entirely by pedestrians, but also for those accessing public transport services.

Potential for Cycle Journeys

- 4.8 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance, which stated that cycling offered strong potential to substitute for car trips for those journeys under 5km (especially those made as part of a multi-modal trip that includes cycling and public transport).
- 4.9 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. **Figure 2** shows an indicative 5km cycle catchment centred on the site. On this basis, a significant majority of LBH lies within cycling distance of the site, as are the southern areas of the London Boroughs of Barnet and Enfield.
- 4.10 **Appendix C** of this report includes extracts from the 2017 TfL Cycle Map for the area surrounding the site, including relevant cycle routes, superhighways and quiet roads.
- 4.11 In general, it should be noted that the suburban nature of Haringey provides significant opportunities for cyclists to travel long distances using residential roads, crossing rather than travelling along major routes. As such, significant opportunities for travel by cycle are afforded by the location of the site.

Existing Local Bus Routes & Facilities

- 4.12 The TfL WebCAT / Public Transport Accessibility Level (PTAL) guidance suggests 640m to be the maximum catchment area for bus stops (this distance being considered equivalent to an 8-minute walk).
- 4.13 On this basis, bus stops located on the A609 Bounds Green Road are within walking distance of the site. The closest eastbound stop is located approximately 490m away on foot, while the westbound stop is around 580m away. Both stops feature a shelter with timetable information and seating. These bus stops are served by the following services:
- **Service 221** – operated by Arriva London for TfL
 - Turnpike Lane to Edgware, via Bounds Green, and North Finchley
 - Services operate between approximately 0600 and 0030 hours
 - Services operate on a 12-minute frequency
 - **Service N91 (Night Bus)** – operated by Metroline for TfL
 - Central London to Cockfosters, via Turnpike Lane and Bounds Green
 - Services operate between approximately 0100 and 0615 hours
 - Services operate on an approximate 30-minute frequency

- 4.14 The above services provide accessible public transport to and from the site on a 24-hour basis. In addition to the locations which can be reached using these services themselves, numerous opportunities exist for interchange onto other TfL bus services, most notably at Turnpike Lane. Finally, the 221 connects with the Northern Line at both Mill Hill East and Edgware.
- 4.15 Should further information be required, **Appendix D** includes TfL bus maps for both Bounds Green and Haringey.

Other Public Transport Routes & Facilities

- 4.16 The TfL WebCAT / Public Transport Accessibility Level (PTAL) guidance suggests 960m to be the maximum catchment area for rail and underground services (this distance being considered equivalent to a 12-minute walk).
- 4.17 Measurements by HAS indicate that Bounds Green Underground Station is located within this distance, although the official WebCAT reports available from TfL indicate otherwise. Notwithstanding this fact, access to the London Underground is considered achievable. Bounds Green provides direct access to the Piccadilly Line, with onward connections as shown on the map at **Appendix D**.
- 4.18 With regards to heavy rail services, Boyes Park is located approximately 1200m from the site (a short distance east of Bounds Green), while New Southgate is located just under 1 mile to the northwest. Both stations provide access to Great Northern rail services, while the latter also allows access to Thameslink services. A network diagram for these services is also included at **Appendix D** (with further details online).

Census Data Method of Travel to Work

- 4.19 In addition to the above review, HAS have also examined Census dataset QS701EW (Method of Travel to Work). The site is located with OA E0009897, which comprises a total of 117 households, located within an area approximately 400m across (primarily comprising Blake Road, Lynton Gardens and Woodfield Way).
- 4.20 A copy of this dataset is included in **Appendix E**. This indicates that local residents make significant use of public transport (with almost half of all journeys made by such modes), while only just under one-third of all journeys are made by private car drivers.

PTAL Rating

- 4.21 In comments on the preceding applications at this site, LBH referred to the site as having a PTAL Level 3 rating. Subsequent interrogation of the online WebCAT tool suggests that this is not the case, with the 100m 'cell' containing the site itself being

rated at PTAL Level 1a. Additionally, HAS have verified using the WebCAT tool that this is not expected to vary between the current date and 2031.

- 4.22 Copies of the applicable PTAL reports are included at **Appendix F**. The current site PTAL rating has been used by the project team to determine the appropriate provision of car parking for the proposed Class MA conversion.
- 4.23 PTAL ratings do not take into account the accessibility of a site on foot or by cycle, nor opportunities for car-sharing, etc. Based on this chapter, it is clear that the site is accessible by a wide variety of sustainable modes, including a major Underground line. On this basis, HAS consider the site a sustainable location well suited to a small, 'infill' development.

5.0 PROPOSED DEVELOPMENT

Class MA Conversion

- 5.1 It is proposed that the existing Clubhouse will be converted to a single, one-storey residential dwelling. The grounds would be converted to a large private lawn and gardens, with some outbuildings being removed and others renovated to provide exterior storage and suitable cycle parking.
- 5.2 Plans showing the proposed layout are included in the **Drawings** of this report (as amended by HAS to include only two parking spaces, plus a suitable residential turning head).

Access & Parking

- 5.3 Access to the proposed development would be taken from the private road serving the site, with the access positioned such that it falls within the footprint of the former Bowls Club access. The entrance itself would be of a 4.8m width, with a footpath (and associated dropped kerb) along its northern edge. These would connect to the proposed patio / terrace of the new dwelling.
- 5.4 It is understood that the Diocese (the access landowner) are obliged to ensure that the paving between the private access road and site boundary is maintained appropriately. HAS therefore understand that the owners of the site could insist that the site access be reinstated and/or 'made good' where necessary. Notwithstanding this, if the Diocese cannot fund such works, limited / essential repairs could be funded by the Class MA conversion.
- 5.5 With regard to parking provision, a total of 2 car parking spaces are proposed, inclusive of one disabled / accessible space. The parking area would be wholly located within the site, and paved as part of the overall development works. **Drawing Number 21-040/04** (presented here out-of-sequence) demonstrates how the parking area would permit light vehicles to turn around within the site itself, without utilising the School access road.
- 5.6 This level of parking is considered appropriate in light of the new London Plan. Table 10.3 of the plan recommends that, for dwellings in Outer London PTAL 0-1 areas, an average of 1.5 spaces are provided. The dwelling would be set back from the public highway and, as a bungalow, it would be well suited to occupancy by aged, infirm or disabled persons. As such, the provision of two spaces including a disabled-accessible space is considered appropriate. Such provision would also avoid any necessary for residents or guests to park on the private School access road.

- 5.7 In accordance with the requirements of the revised NPPF and new London Plan, it is proposed that the Class MA dwelling would be provided with an Electric Vehicle [EV] charging point.
- 5.8 A suitable street lighting scheme would be provided with the parking area and at the and site access, with some lighting 'spill' onto the private access road to promote favourable night-time visibility. It is anticipated that this would be of a 'low-level' nature, to avoid impacts on local dwellings on either side of the access road.

Site Access Visibility

Blake Road

- 5.9 **Drawing Number HAS/21-040/01** shows the site in context. It also includes a visibility assessment in relation to the junction of Blake Road with the private access road serving the site and adjacent school. The splays have been shown to the kerblines in accordance with standard practice. They are also illustrated to a tangent offset that acknowledges the nearby 'build-outs' located within the Blake Road carriageway.
- 5.10 As detailed previously within this report, a speed survey was conducted at Blake Road during 2017. HAS have considered its results, the lack of any significant alterations to the highway environment since, and national guidance set out in 'Manual for Streets 2'. We therefore considered that 2.4m by 37m visibility splays are appropriate for the site access.
- 5.11 It should be noted that such splays are 12m longer than those that would normally be specified for a road with a 20mph speed limit (and 4m longer than would be recommended for a 25mph design speed). The above drawing therefore clearly shows that suitable splay lengths can be achieved.
- 5.12 The Blake Road visibility splays have previously been accepted by LBH as suitable to support a small nursery with much higher levels of trip generation than the proposed Class MA conversion (see Chapter 6, below).

Site Entrance / Private Road

- 5.13 **Drawing Number HAS/21-040/02** shows a site access visibility splay along the length of the private road (measured to the driver's right on departure). It has been assumed that the access road should be subject to a design speed not higher than 20mph. As such, a splay length of 25m is shown, as recommended by Table 7.1 of the 'Manual for Streets'. The splay lies within the private access road corridor and would be readily achievable (subject to the maintenance of overhanging vegetation).

- 5.14 No visibility splay has been shown to the left of the access, owing to the presence of the School gate. This blocks traffic from approaching the site access junction at any significant speed. It is noted that the gates are kept open at school opening / closing times. However, during these periods, the full width of the access road is frequently used by pedestrians, necessitating that any traffic departing the School does so at very low speeds.

Access Road Gates

- 5.15 It is noted that the Diocese maintain gates at the Blake Road entrance to the school access road. These are closed at nights and at weekends, and may therefore impede access to the new dwelling. However, the rights of Lousada PLC (and any successor in title) allow for access to the site by any and all modes, at all times.
- 5.16 Noting the above, and that large, heavy gates may be inoperable by an elderly, infirm or disabled resident, Lousada PLC intend to secure a private agreement with the Diocese regarding how the gates can be altered. Whilst the details of this agreement are still pending, it is anticipated that the gates might be lightened, set-back from Blake Road and or converted to electric operation. In this regard, LBH could (if deemed necessary) place a suitable planning Condition upon any Class MA consent.

Emergency Vehicle Access / Tracking Assessment

- 5.17 In response to the concerns previously raised by the School, HAS have conducted a full emergency vehicle tracking assessment. This assessment utilised the AutoCAD Vehicle Tracking software, with the results being shown on **Drawing Number HAS/21-040/03**. A London Fire Brigade Tender has been utilised as the Design Vehicle (this being larger than an ambulance or Light Goods Vehicle).
- 5.18 The above assessment demonstrates that the site access and parking area is sufficient to accommodate the Tender. It would be necessary for the Tender to make a three-point turn within the private access road utilising the development access. This is considered acceptable for infrequent emergency access.
- 5.19 HAS note that, by the provision of a turning area outside the school gates, the Nursery proposal would actually improve emergency vehicle access at the site (especially should a power cut or fire render the School's electrical access gate inoperative).
- 5.20 With regard to the Blake Road gates, HAS note that the emergency services must already have arrangements in place to access the School itself (both during the school day and at night). As such, HAS are satisfied that the proposed development improves the overall level of emergency access at the site and adjacent School.

Residential Servicing / Refuse Collection

- 5.21 Noting that the School access road is of a private nature (and the safety considerations that surround this), it is not proposed that any refuse collection nor other residential service vehicles would routinely be allowed to enter the access road. Instead, it is anticipated that residential waste containers would be placed out at Blake Road as required, in order that these can be collected by LBH refuse operatives in the normal manner.
- 5.22 Deliveries to the Class MA dwelling would require vehicles to park briefly at Blake Road. Based on the generally ample availability of on-street parking during the day (and likelihood of similar, simultaneous deliveries to nearby properties), this is considered acceptable.
- 5.23 It is anticipated that any irregular / infrequent servicing of the proposed dwelling requiring direct access would be notified to the School in advance. Examples of such infrequent requirements might include tradespersons / builders during the conversion works, removals operatives, etc). Such access would be arranged such that it would not conflict with the School opening / closing hours of 0830 to 0915 hours and 1500 to 1545 hours.

6.0 TRIP GENERATION COMPARISONS & HIGHWAY IMPACT

Trip Generation / Parking Demand – Existing Use (Bowls Club)

- 6.1 Very little data is available for the number of vehicle movements generated by a Bowls Club. However, based on some knowledge of the game and first-principles estimates, it has previously been accepted by LBH that a typical set of weekday matches might see **up to 72 vehicular movements**. These would occur during daylight hours, i.e. primarily during the interpeak period, and could quite plausibly overlap with the end of the school day.
- 6.2 Based on the topographical survey of the site, it is apparent that a small car park was located between the site access and clubhouse. Based on its dimensions (18m by 11m), this could have accommodated around 6 cars. If players double-parked (as might be common at a social club), it could accommodate 8 cars. Additionally, it has previously been established up to 6 cars could park along the private road itself, and that Bowls Club users habitually did so around the time the School opened.
- 6.3 In total, parking accessed via the private road would therefore total between 12 and 14 cars for each fixture. These above calculations make no allowance for additional evening / weekend social events at the club. However, as these would have taken place outside of School hours, it is considered sufficient for this report simply to note that such movements would have been permitted.

Trip Generation / Parking Demand – Consented Use – Nursery (for up to 24 Children)

- 6.4 Nursery-aged children cannot arrive or depart the site independently. As such, a child arriving or departing actually generates two movements by a parent or carer. Thus, a 24-place nursery might generate 96 daily movements by parents / carers (assuming no discount for sibling groups).
- 6.5 Combined with staff arriving and departing, HAS have previously estimate the total number of 'adult person' movements would be 106 movements (by all modes). Based upon the typical modal balance of person movements in the local area, HAS estimated that around **46 daily movements would be by private car** (with up to 10 of these movements using the School access road to access the proposed staff-only car park). These figures were previously accepted by LBH in reference to Prior Approval HGY/2020/0228.
- 6.6 The Nursery would be provided with a five space car park, accessible only by staff or, where strictly necessary, by the carers of disabled children. Staff movements would occur outside of the School opening hours, owing the Nursery opening earlier than the School and closing later (so as to provide car throughout the day).

- 6.7 The Nursery would, necessarily, generate some short-term on-street parking demands at Blake Road when children are dropped off or collected (albeit the quantity and impact of these would be mitigated by a Site Management Plan).

Trip Generation – Proposed Use – Class MA Dwelling

- 6.8 Typically, a single family-sized dwelling house in the UK has historically been assumed to generate 6-8 vehicular trips per day (with the lower figure increasingly prevalent in recent years).
- 6.9 Within Outer London, figures of 4-6 vehicle trips per day are relatively commonplace. Whilst the site has a low PTAL rating, it must be noted that the site still benefits from excellent public transport accessibility by comparison to many dwellings in rural counties.

Net Vehicular Impact

- 6.10 On the basis of the above calculations, it is apparent that the consented nursery use would likely generate lower levels of vehicular movement than the Bowls Club (with an estimated 46 daily car movements, as opposed to an estimated 72 movements on days when the Bowls Club was open).
- 6.11 It is therefore clear that the Class MA conversion would generate lower levels of vehicular movement at the School access road than either the existing use of the site or consented nursery. In the context of Blake Road, the level of traffic generated would be much lower (around 10%) that of the approved Nursery proposal.

Context of Vehicular Movement

- 6.12 The Bowls Club had the right to park on the private access road, and was not bound by any agreement to avoid movements around School opening / closing times. As such, in the event at the site is not redeveloped for other uses, it is reasonable to suppose that such a sports club could well open at any time-of-day. This would result in significant levels of vehicular movement at the site access road, potentially when this is in use by school children.
- 6.13 In contrast, the consented Nursery use would be governed by a Site Management Plan specifically designed to minimise overlap between School and Nursery movements. The bulk of Nursery movements would occur before and after the school day, with only around one third of nursery children likely to arrive or depart the site during the school day.

- 6.14 The proposed Class MA dwelling could, theoretically, generate movements at any time during the day. However, these would be of such a low level that they would represent a negligible proportion of the daily vehicular movements along the school access road (arising from staff, visitors and occasionally parents). There is no reason to believe that the residential movements would be inherently more hazardous than those associated with the School – indeed, residents would be well aware of the School and need to exercise caution at the access road.

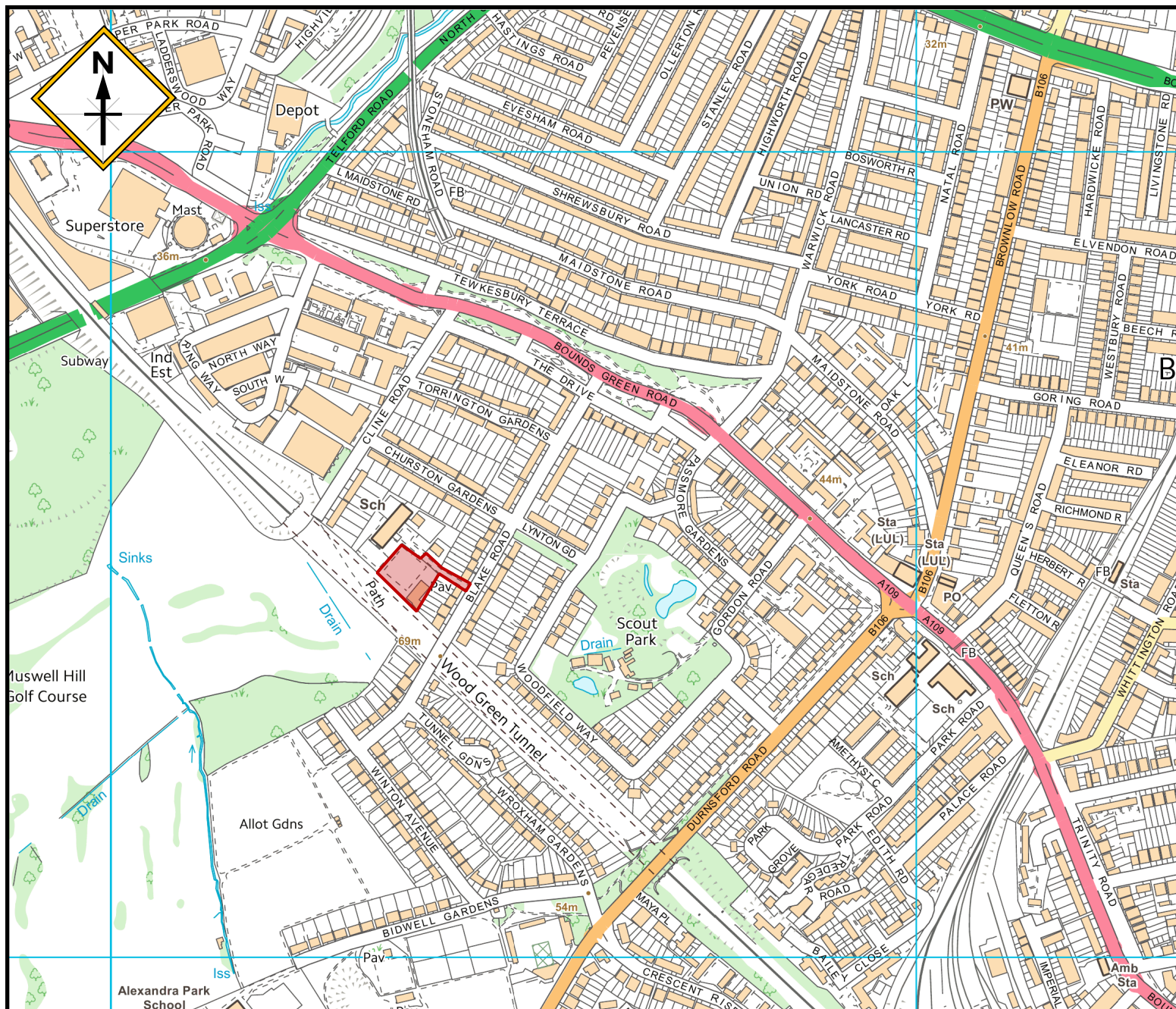
Overall Impact Assessment

- 6.15 Having considered all of the above findings, HAS are satisfied that conversion of the Bowls Club to a single Class MA dwelling would have no detrimental impacts on highway capacity, nor unacceptable impacts on highway safety.

7.0 SUMMARY & CONCLUSIONS

- 7.1 Highway Access Solutions [HAS] have been commissioned by Lousada PLC to provide highways and transportation consultancy advice in relation to land at the former Glencairns Bowls Club, off Blake Road in London, N11 2AF.
- 7.2 The site is currently occupied by a disused Bowls Club. Access to the site is via right-of-access along a private access road which serves the St. Martin of Poores RC Primary School. The site also benefits from consent for a 24-place Nursery. Lousada PLC now propose an alternate re-use of the site comprising a single 'Class MA' residential dwelling. This would be formed by conversion of the existing clubhouse building and grounds
- 7.3 Planning permission for a much larger development of 8 four-bedroom houses at the site was previously sought in late 2016 (application reference HGY/2016/4166). However, the application was withdrawn following opposition from the LBH Highways department, the School and local residents. Their objections related primarily to parking and pedestrian / vehicular safety concerns.
- 7.4 HAS have examined the site from a sustainability standpoint and consider it comparable with many infill schemes within Outer London Boroughs. The Piccadilly line and local bus services are both within walking distances of the site, as are numerous local facilities and employment opportunities. As such, residents of the proposed Class MA dwelling would likely make significant use of sustainable modes, although they may also require access and parking for private cars.
- 7.5 Based on a first-principles trip generation assessment HAS consider that, on a given weekday, the proposed Class MA development would significantly lead to lower levels of vehicular movement than either the existing Bowls Club or the contested 24-place Nursery. HAS have therefore concluded that the proposed development would not have any net detrimental cumulative impact on the site access or local highway network, nor on the private site access road.
- 7.6 Ultimately, Paragraph 111 of the (newly) revised NPPF is very clear that development should only be refused on highways grounds where there is a clear, detrimental impact on network capacity or an unacceptable road safety impact. Based on the findings of this report it is clear that no such impacts would occur as a result of the proposed development. On this basis, HAS ask that LBH give their 'in-principle' support to the proposed development (subject to suitable Conditions).

FIGURES, TABLES & DRAWINGS



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CLIENT:

Lousada PLC

FIGURE TITLE:

DETAILED SITE LOCATION PLAN

PROJECT TITLE:

**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

FIGURE #:

FIGURE 1

PROJECT #:

HAS/21-040

DATE:

15/12/2020

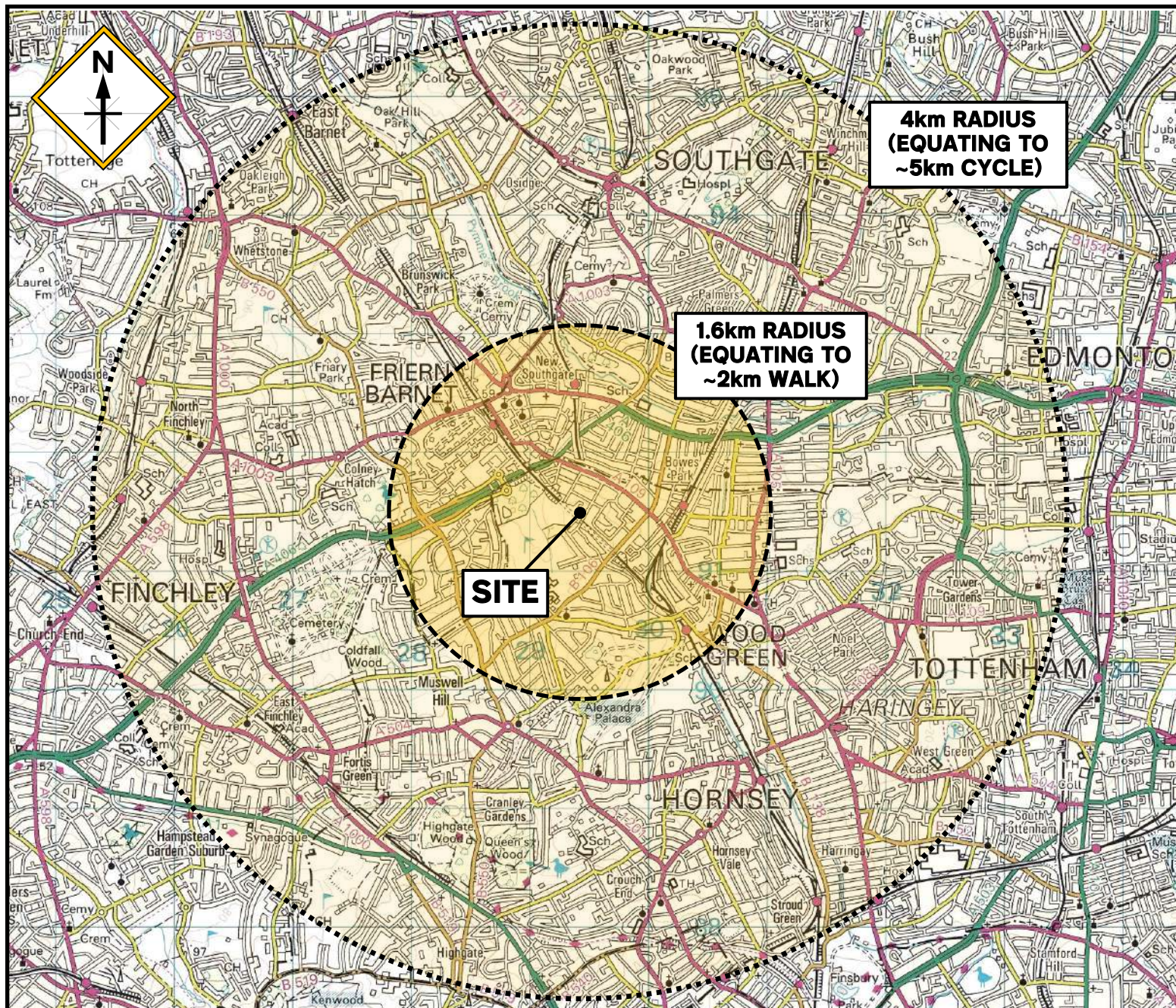
PREPARED BY:

ACD

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FIGURE TITLE:

GENERAL SITE
LOCATION PLAN

PROJECT TITLE:

LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

FIGURE #:

FIGURE 2

PROJECT #:

HAS/21-040

DATE:

15/12/2020

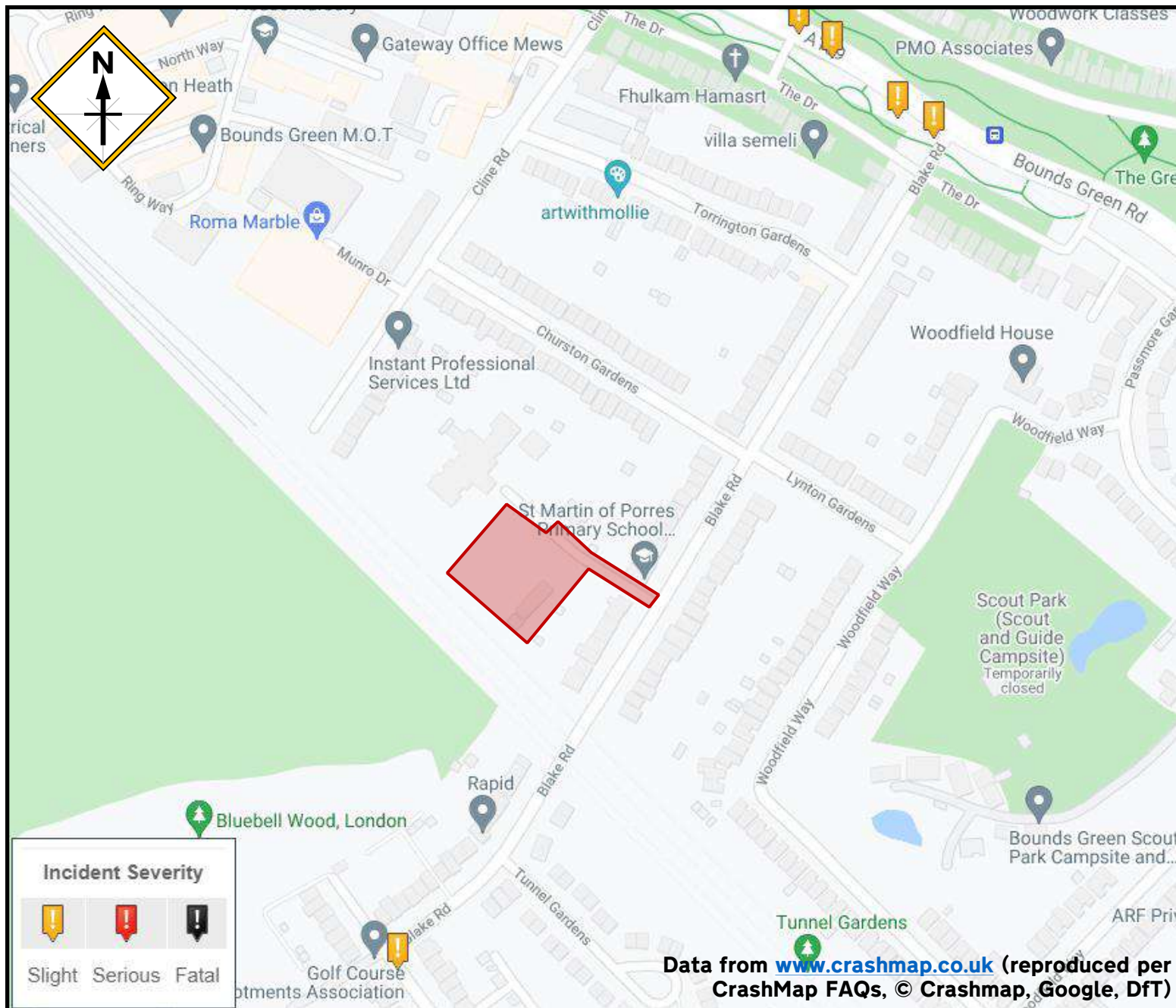
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CLIENT:

Lousada PLC

FIGURE TITLE:

**PERSONAL INJURY
ACCIDENT LOCATIONS
2015 - 2020**

PROJECT TITLE:

**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

FIGURE #:

FIGURE 3

PROJECT #:

HAS/21-040

DATE:

29/07/2021

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Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
<15	0	-	-
15	1	15	225
16	0	0	0
17	2	34	578
18	4	72	1296
19	3	57	1083
20	4	80	1600
21	1	21	441
22	6	132	2904
23	4	92	2116
24	8	192	4608
25	6	150	3750
26	4	104	2704
27	7	189	5103
28	2	56	1568
29	2	58	1682
30	2	60	1800
31	0	0	0
32	1	32	1024
33	2	66	2178
34	1	34	1156
35	1	35	1225
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
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67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total Σ	61	1479	37041



Road: Blake Road, London N11
Direction: Northeast-bound traffic
Time: 0910 to 1540 hours
Date: Wednesday 12th July 2017
Weather: Dry / Sunny

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 24.2 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 4.4 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 28.7 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$Wet P_{85} = (\bar{x} + S_x) - 2.48 = 26.2 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.18

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.18

TABLE 1a: MANUAL SPEED SURVEY RESULTS
BLAKE ROAD, NORTHEAST-BOUND TRAFFIC

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
<15	0	-	-
15	3	45	675
16	1	16	256
17	2	34	578
18	7	126	2268
19	1	19	361
20	3	60	1200
21	2	42	882
22	6	132	2904
23	8	184	4232
24	1	24	576
25	3	75	1875
26	3	78	2028
27	3	81	2187
28	4	112	3136
29	3	87	2523
30	4	120	3600
31	0	0	0
32	0	0	0
33	2	66	2178
34	1	34	1156
35	1	35	1225
36	1	36	1296
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
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62	0	0	0
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67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total Σ	59	1406	35136



Road: Blake Road, London N11
Direction: Southwest-bound traffic
Time: 0910 to 1540 hours
Date: Wednesday 12th July 2017
Weather: Dry / Sunny

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 23.8 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 5.3 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 29.1 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$\text{Wet } P_{85} = (\bar{x} + S_x) - 2.48 = 26.7 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.22

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.22

**TABLE 1b: MANUAL SPEED SURVEY RESULTS
BLAKE ROAD, SOUTHWEST-BOUND TRAFFIC**



Formula for Sight Stopping Distance = $vt + \frac{v^2}{2(d+0.1a)}$
--

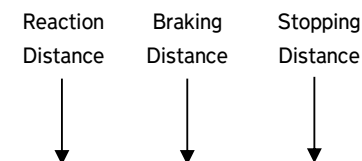
85th %ile Wet Weather Vehicle Speed = 26.2 mph (42.2 kph)	$v = 11.7 \text{ m/s}$ $v^2 = 137.1 \text{ m/s}^2$
---	---

Driver Perception-Reaction Time* = 1.5 s thus	$t = 1.5 \text{ s}$ $vt = 17.56 \text{ m}$
--	---

Deceleration Rate** = 0.45 g	$d = 4.415 \text{ m/s}^2$
------------------------------	---------------------------

Gradient*** = -3.5% thus	$a = -3.500$ $d+0.1a = 4.065 \text{ m/s}^2$
-----------------------------	--

Sight Stopping Distance (SSD) =	$vt + \frac{v^2}{2(d+0.1a)}$	=	17.56	+	$\frac{137.12}{8.13}$	=	17.56	+	16.87	=	34.43 m
---------------------------------	------------------------------	---	-------	---	-----------------------	---	-------	---	-------	---	---------



Assumed Bonnet Length (BL) = 2.40 m

Bonnet-adjusted SSD (SSD+BL) = 2.40 + 34.43 = 36.83 m

Rounded up = 37 m

* Time = 1.5s for speeds <60kph, 2.0s for speeds of 60kph+

** Rate = 0.45g for speeds <60kph and HGVs <5%, otherwise 0.375g, with 0.25g desirable for speeds of 60kph+

***Gradient established based on kerblne on apprtoach to access, taken from topogrphical survey

Note: Bonnet Length is added to the calculated visibility splay, as the bonnet protrudes ahead of the driver's position in an approaching vehicle

**TABLE 2a: 'MANUAL FOR STREETS 2' VISIBILITY SPLAY CALCULATIONS
BLAKE ROAD, NORTHEAST-BOUND TRAFFIC**



Formula for Sight Stopping Distance = $vt + v^2/2(d+0.1a)$

85th %ile Wet Weather Vehicle Speed = 26.7 mph (43.0 kph)	$v = 11.9 \text{ m/s}$ $v^2 = 142.4 \text{ m/s}^2$
--	---

Driver Perception-Reaction Time* = 1.5 s <i>thus</i>	$t = 1.5 \text{ s}$ $vt = 17.90 \text{ m}$
--	---

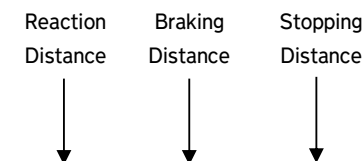
Deceleration Rate** = 0.45 g	$d = 4.415 \text{ m/s}^2$
-------------------------------------	---------------------------

Gradient*** = 3.5% <i>thus</i>	$a = 3.500$ $d+0.1a = 4.765 \text{ m/s}^2$
--	---

Sight Stopping Distance (SSD) =	$vt + \frac{v^2}{2(d+0.1a)}$	=	17.90	+	$\frac{142.41}{9.53}$	=	17.90	+	14.94	=	32.84 m
--	------------------------------	---	-------	---	-----------------------	---	-------	---	-------	---	---------

Assumed Bonnet Length (BL) = 2.40 m
--

Bonnet-adjusted SSD (SSD+BL) = 2.40 + 32.84 = 35.24 m
--



Rounded up = 36 m

* Time = 1.5s for speeds <60kph, 2.0s for speeds of 60kph+

** Rate = 0.45g for speeds <60kph and HGVs <5%, otherwise 0.375g, with 0.25g desirable for speeds of 60kph+

***Gradient established based on kerblne on apprtoach to access, taken from topogrphical survey

Note: Bonnet Length is added to the calculated visibility splay, as the bonnet protrudes ahead of the driver's position in an approaching vehicle

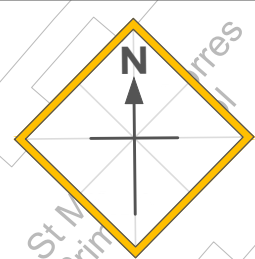
**TABLE 2b: 'MANUAL FOR STREETS 2' VISIBILITY SPLAY CALCULATIONS
BLAKE ROAD, SOUTHWEST-BOUND TRAFFIC**

TIME PERIOD	School Car Park		School Access		Shared Access		Subtotal	Blake Rd (South) to Tunnel Gardens		Blake Rd within build-outs		Blake Rd (North) to Lynton Gardens		Subtotal	TOTAL	Max.	
	Obs.	Max.	Obs.	Max.	Obs.	Max.		Obs.	Max.	Obs.	Max.	Obs.	Max.				
12th July 2017																	
0800 to 0810	5	8	3	6	3	7	11	32	42	6	9	18	18	56	67	90	
0830 to 0840	6		5		6		17	36		8		17		61	78		
0900 to 0910	6		5		3		14	33		7		14		54	68		
0930 to 0940	6		5		5		16	25		7		12		44	60		
1000 to 1010	6		5		5		16	24		7		13		44	60		
1030 to 1040	6		5		5		16	22		6		12		40	56		
1100 to 1110	6		5		5		16	22		7		12		41	57		
1130 to 1140	6		6		4		16	22		6		12		40	56		
1200 to 1210	6		6		6		18	24		6		13		43	61		
1230 to 1240	6		6		6		18	22		6		11		39	57		
1300 to 1310	6		6		7		19	22		6		11		39	58		
1330 to 1340	6		6		7		19	24		7		11		42	61		
1400 to 1410	6		6		6		18	24		7		11		42	60		
1430 to 1440	6		6		7		19	26		7		12		45	64		
1500 to 1510	6		6		7		19	26		6		14		46	65		
1530 to 1540	6		7		7		20	25		5		13		43	63		
11th November 2020																	
1230 to 1240	7	8	4	6	2	7	13	21	40	7	8	13	18	41	54	87	

TABLE 3: PARKING 'BEAT' SURVEY RESULTS - 12th JULY 2017 (PLUS 2020 SPOT CHECK)

DRAWING #:
HAS/21-040/01

REV:
-



ACCESS ROAD OVERVIEW 1:500 @ A3

1. DO NOT SCALE FROM THIS PLAN. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED. THE READER USES THIS PLAN AT ITS OWN RISK.
2. THIS PLAN IS TO BE READ IN CONJUNCTION WITH ALL OTHER DOCUMENTS RELATING TO THIS PROJECT AND TO BE SUBJECT TO ANY RELEVANT TERMS AND CONDITIONS OF SERVICE ("TERMS"). IT IS INTENDED FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.
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4. THE COMMISSIONING PARTY SHALL BE RESPONSIBLE FOR APPOINTING APPROPRIATELY QUALIFIED CIVIL / HIGHWAY / DRAINAGE ENGINEER(S) TO PRODUCE CONSTRUCTION DRAWINGS. HAS SHALL NOT UNDERTAKE ANY UTILITIES, DRAINAGE, GEOTECHNICAL, PAVEMENT OR STRUCTURAL ASSESSMENTS AND ACCEPT NO RESPONSIBILITY FOR THESE.
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8. IF ANY QUERIES ARISE FROM THIS PLAN, CONTACT HAS IMMEDIATELY USING THE DETAILS BELOW. A WRITTEN CONFIRMATION OF THE QUERY SHOULD THEN BE ISSUED.



Pavilion House, 14-16 Bridgford Road
West Bridgford. Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

APPLICANT:
Lousada PLC

DRAWING TITLE:
**SITE CONTEXT, INCLUDING
BLAKE ROAD VISIBILITY
ASSESSMENT**

PROJECT TITLE:
**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

REV.	DATE	ALTERATION(S) MADE	BY
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DRAWING #:
HAS/21-040/01

REV:
-

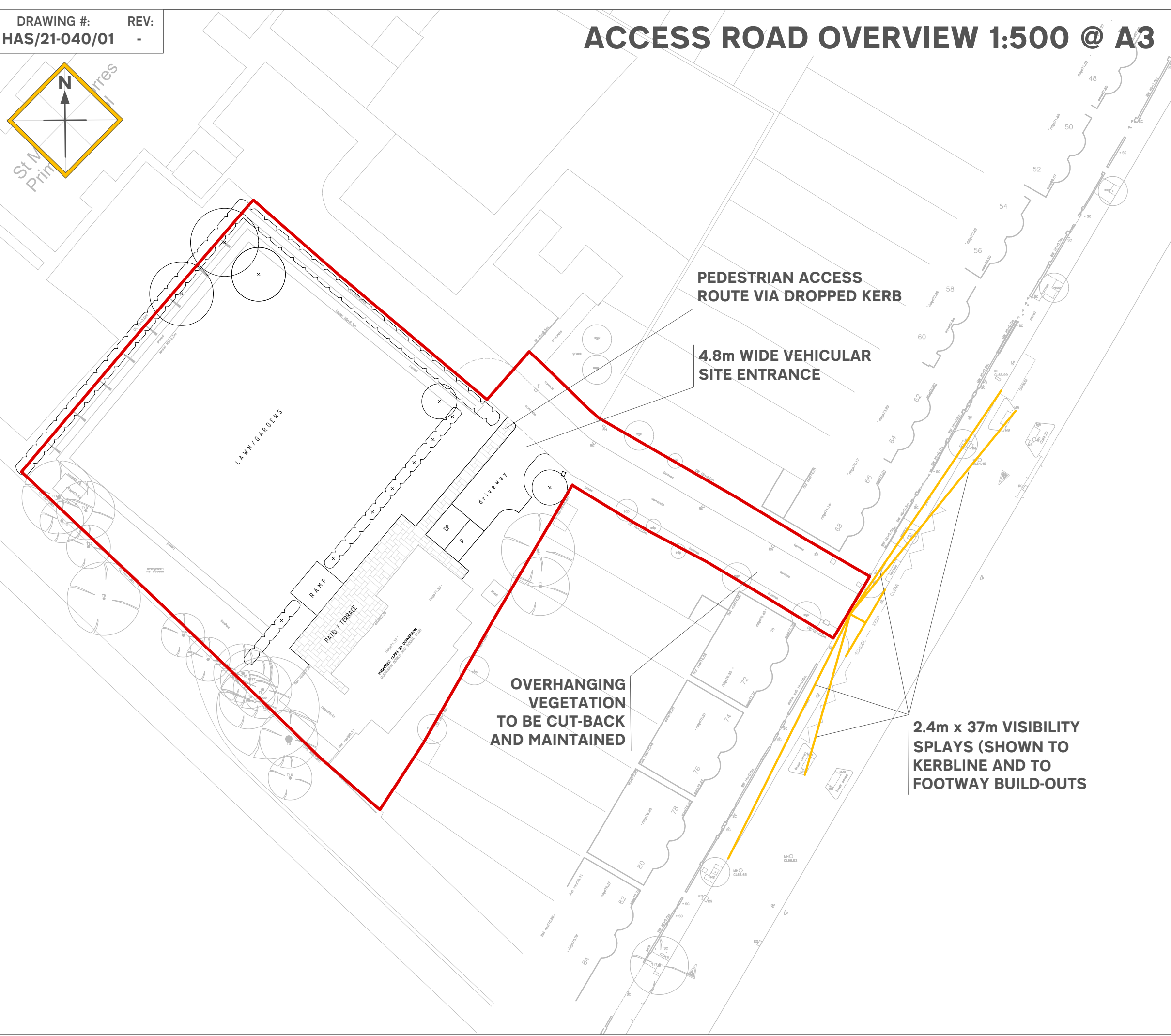
DATE:
16/07/20201

PREPARED BY:
ACD

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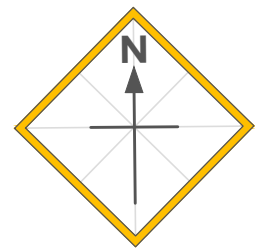
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DRAWING #:
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REV:
-



SITE ACCESS DETAIL 1:200 @ A3

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APPLICANT:

Lousada PLC

DRAWING TITLE:

**SITE ACCESS DETAIL AND
VISIBILITY ASSESSMENT**

PROJECT TITLE:

**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

REV.	DATE	ALTERATION(S) MADE	BY
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DRAWING #:
HAS/21-040/02

REV:
-

DATE:
16/07/20201

PREPARED BY:
ACD

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W / GARDENS

**PARKING FOR 2 VEHICLES
(INCLUDING 1 ACCESSIBLE
SPACE)**

RAMP

PATIO / TERRACE

driveway

DP

P

**2.4m x 25m VISIBILITY
SPLAY (SUITABLE FOR
20mph DESIGN SPEED)**

ridge71.37
PROPOSED CLASS MA CONVERSION
GLENCAIRN BOWLS AND SOCIAL CLUB

T7
T6
T5
T4

T2

T1

shed

sap

LP

FH

RG

flat roof74.82

flat roof67.30

eave67.38

ridge71.39

CL Ht=1.3m

CL Ht=1.8m

CB Ht=2.0m

bushes

concrete

tarmac

sap

sap

grass

P

concrete

tarmac

IR Ht=2.5m

concrete

sgp

sap

sgp

sap

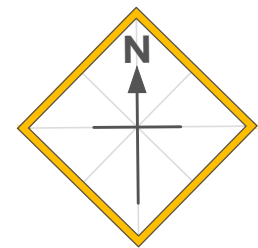
CB Ht=2.0m

laurel Ht=2.3m

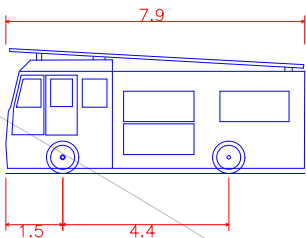
paved

DRAWING #:
HAS/21-040/03

REV:
-



SITE ACCESS TRACKING (IN) 1:200 @ A3



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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West Bridgford. Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

APPLICANT:

Lousada PLC

DRAWING TITLE:

FIRE TENDER TRACKING
AT PROPOSED
SITE ACCESS

PROJECT TITLE:

LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

REV.	DATE	ALTERATION(S) MADE	BY
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DRAWING #:
HAS/21-040/03

REV:
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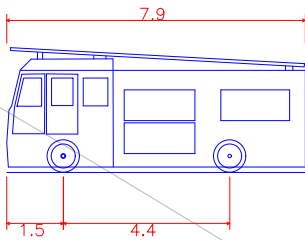
DATE:
16/07/20201

PREPARED BY:
ACD

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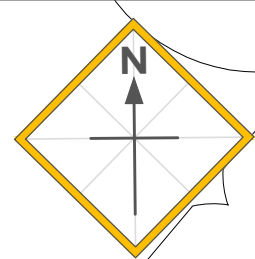
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SITE ACCESS TRACKING (OUT) 1:200 @ A3



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

DRAWING #: HAS/21-040/04
REV: -



DRIVEWAY TRACKING 1:100 @ A3

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West Bridgford. Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

APPLICANT:
Lousada PLC

DRAWING TITLE:
PRIVATE CAR TRACKING
AT DRIVEWAY

PROJECT TITLE:
LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

REV.	DATE	ALTERATION(S) MADE	BY
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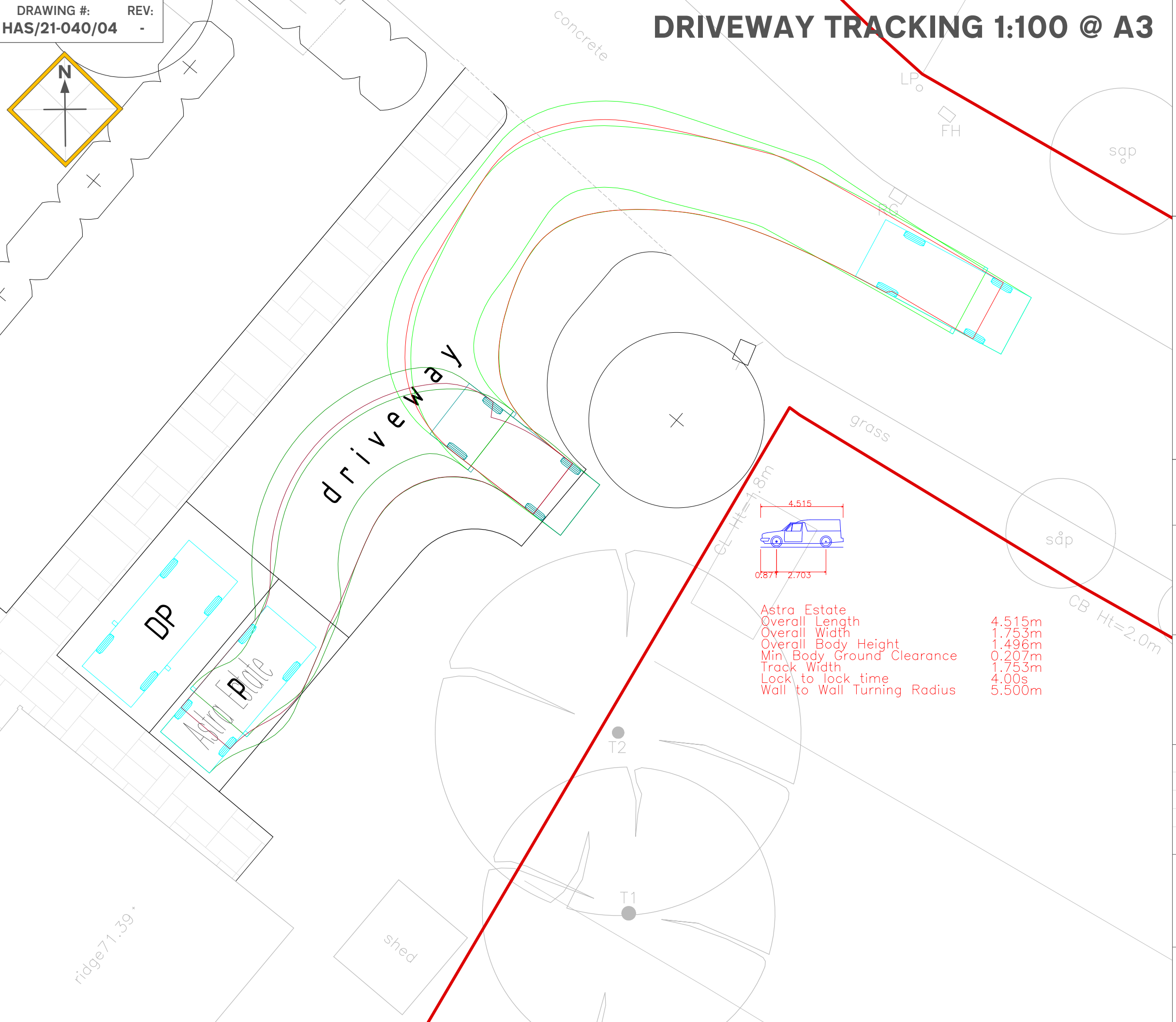
DRAWING #:
HAS/21-040/04

REV:
-

DATE:
16/07/20201

PREPARED BY:
ACD

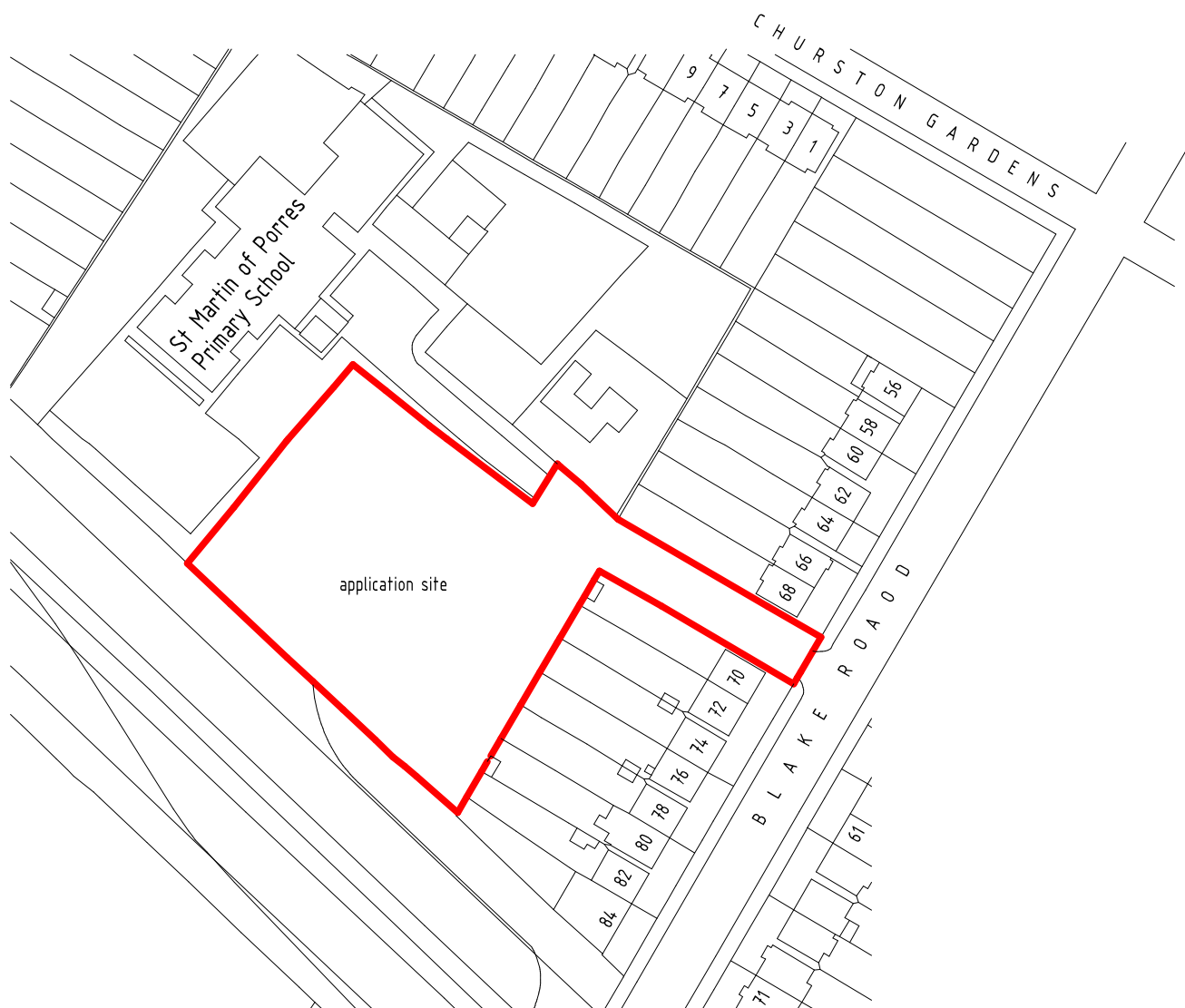
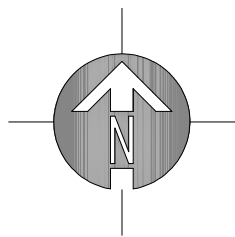
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REPORT APPENDICES

APPENDIX A:

SITE BOUNDARY PLANS



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LOCATION PLAN SCALE 1:1250

LAND AT GLECAIRN BOWLS CLUB SOUTHGATE. LONDON N12AF

SCALE BAR (m)



0 25 50 75 100 125

APPENDIX B:
CONSENTED NURESERY DEVELOPMENT
[HGY/2020/0228]

Planning Service

Rob Krzyszowski Interim Assistant Director Planning, Building Standards & Sustainability

Mr Brian Mullin
Marrons Planning
Two Colton Square
Leicester
LE1 1QH

On behalf of
Lousada PLC
C/O Agent

Planning Application Reference No. HGY/2021/0228

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 DETERMINATION UNDER CLASS T, PART 3 OF SCHEDULE 2

Location: **Glencairn Sports Club, Blake Road, N11**

Proposal: **Prior Notification under Schedule 2, Part 3 Class T of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the Change of Use of Former Clubhouse and Curtilage (Class F2(c)) to Registered Nursery (Class E(f))**

Haringey Council, as local planning authority, hereby confirm that their Prior Approval is given for the proposed development at the address shown above, as described by the description shown above, and in accordance with the information that the developer provided to the local planning authority and drawing numbers: HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B

SEE SCHEDULE OF CONDITIONS ATTACHED

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

Notes:

1. You can find advice in regard to your rights of appeal at: www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

Planning Service

Emma Williamson Assistant Director Planning Service

HGY/2021/0228

The following conditions have been applied to this consent and these conditions must be complied with:

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

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

2. The approved plans comprise drawing nos (HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. a. Using the information already submitted in Phase 1 Land Contamination Risk Assessment with reference 30670 P1 Kids Play Childcare dated 5th January 2021 prepared by Castledine Environmental Ltd, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides 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.

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Planning Service

Emma Williamson Assistant Director Planning Service

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

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policy D6 of the London Plan 2020 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. The development hereby permitted shall be carried out and occupied in accordance with the approved Noise Impact Assessment and Management - document dated 1st December 2020. Controls shall be thereafter retained in perpetuity, unless otherwise specified in writing from the Local Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2020 and Policy DM1 of The Development Management DPD 2017.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

NOTES

1. All dimensions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.
2. All work is to comply with current Building Regulations and allied legislation.
3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and details before the commencement of work on site.
4. All materials are to be used and installed in strict compliance with the relevant manufacturers instructions and recommendations.
5. All works on site, managed and implemented as a result of the designs indicated on this drawing, are to be given full consideration for compliance with the Health and Safety CDm Regulations in respect of design and implementation on site and no works are to be undertaken if it is considered that compliance with the Building Regulations cannot be achieved.
6. All dimensions shown in millimetres.
7. Footprint of buildings shown 0.0m above ground level.

Existing land use to be being changed to garden ground.

Existing CPL fence height 1.8m

Existing club house to be converted into residential property

Existing CL fence height 3m

PLAY AREA

PATIO/TERRACE

EXISTING BUILDING

driveway

7000

Existing CL fence height 1.8m

CD height 2.0m

existing road

existing private road

existing path

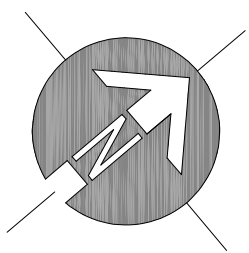
BLAKE ROAD

SITE LAYOUT PLAN
SCALE 1:250

SCALE BAR (m)

0 5 10 15 20 25

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A 18-12-2020 Comments incorporated

rev: date: description: 0.31 ha.

scale: 1:250 A1 date: 06/09/2016

drawing no: 1235 / P3 / 1^A drawn:

drawing: PLANNING PROPOSALS
SITE LAYOUT PLAN

project: GLENCAIRN BOWLS CLUB,
BLAKE ROAD, SOUTHGATE, N11 2AF

client: GARY EATON

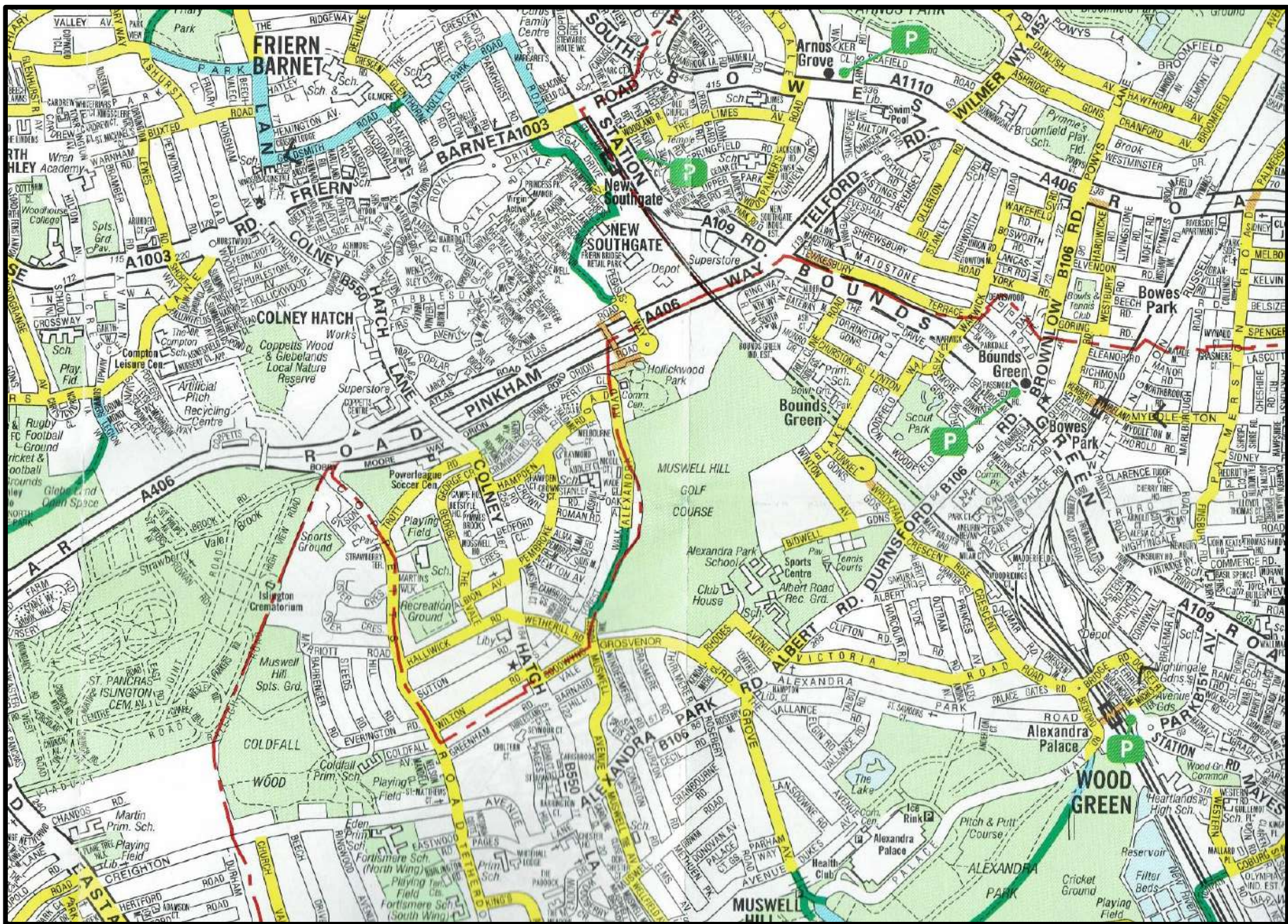


DUSEK DESIGN ASSOCIATES
MOOR HOUSE FARM ESTATE
LOWER ROAD
HIGHER DENHAM
UXBRIDGE
UB9 5EN
T: 01895 831103
E: info@dusek.co.uk
www.dusek.co.uk

print history: Friday, 18 December, 2020 15:19:16

S:\DUSEK\DWG\1235\1235\1235_GLENCAIRN BOWLS CLUB\P3\1235-P3-1 (1).dwg

APPENDIX C:
EXTRACT FROM TfL CYCLE MAP

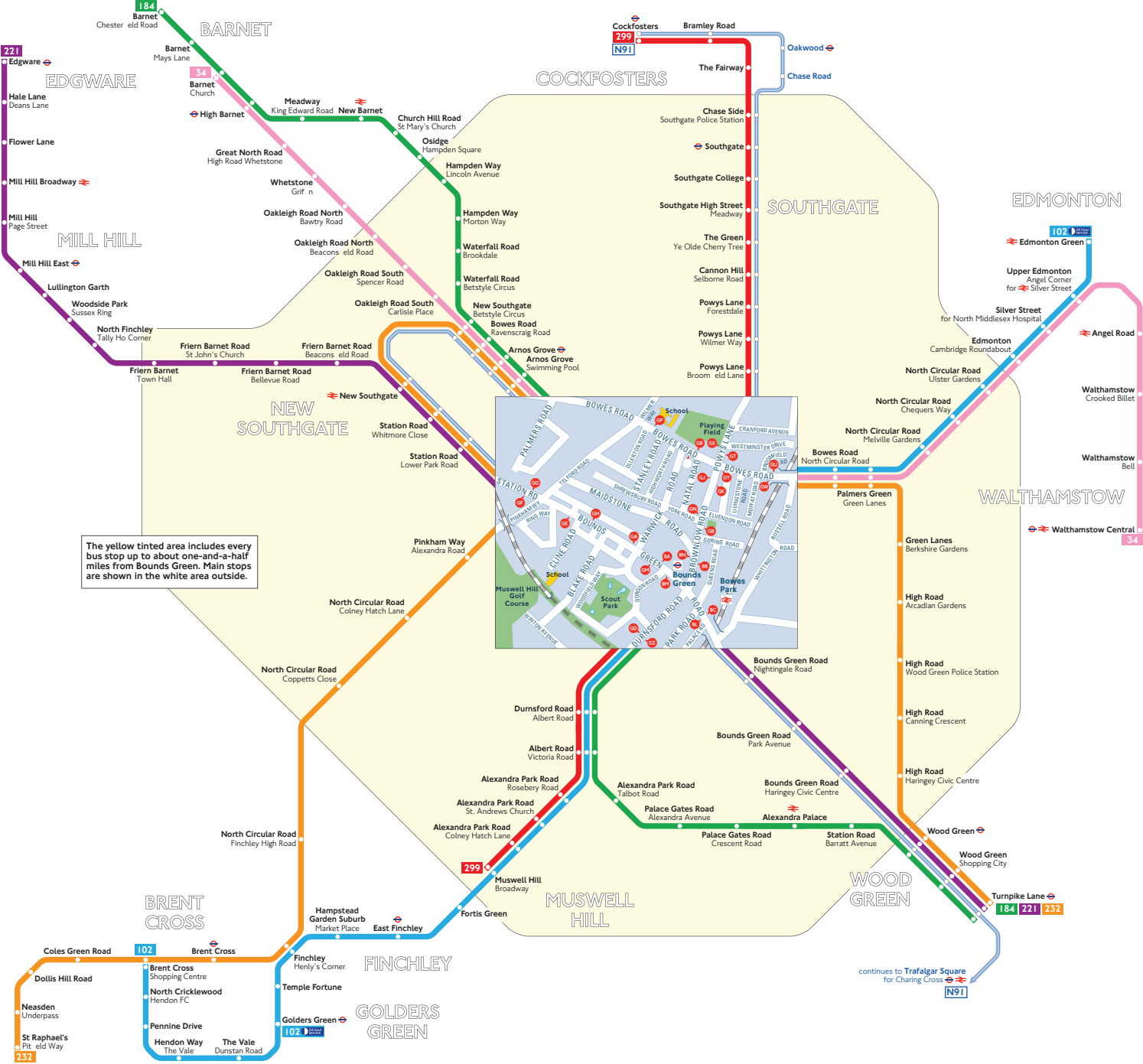


Extract from TfL Local Cycling Guide 4, 2017

APPENDIX D:

SELECTED PUBLIC TRANSPORT MAPS

Buses from Bounds Green

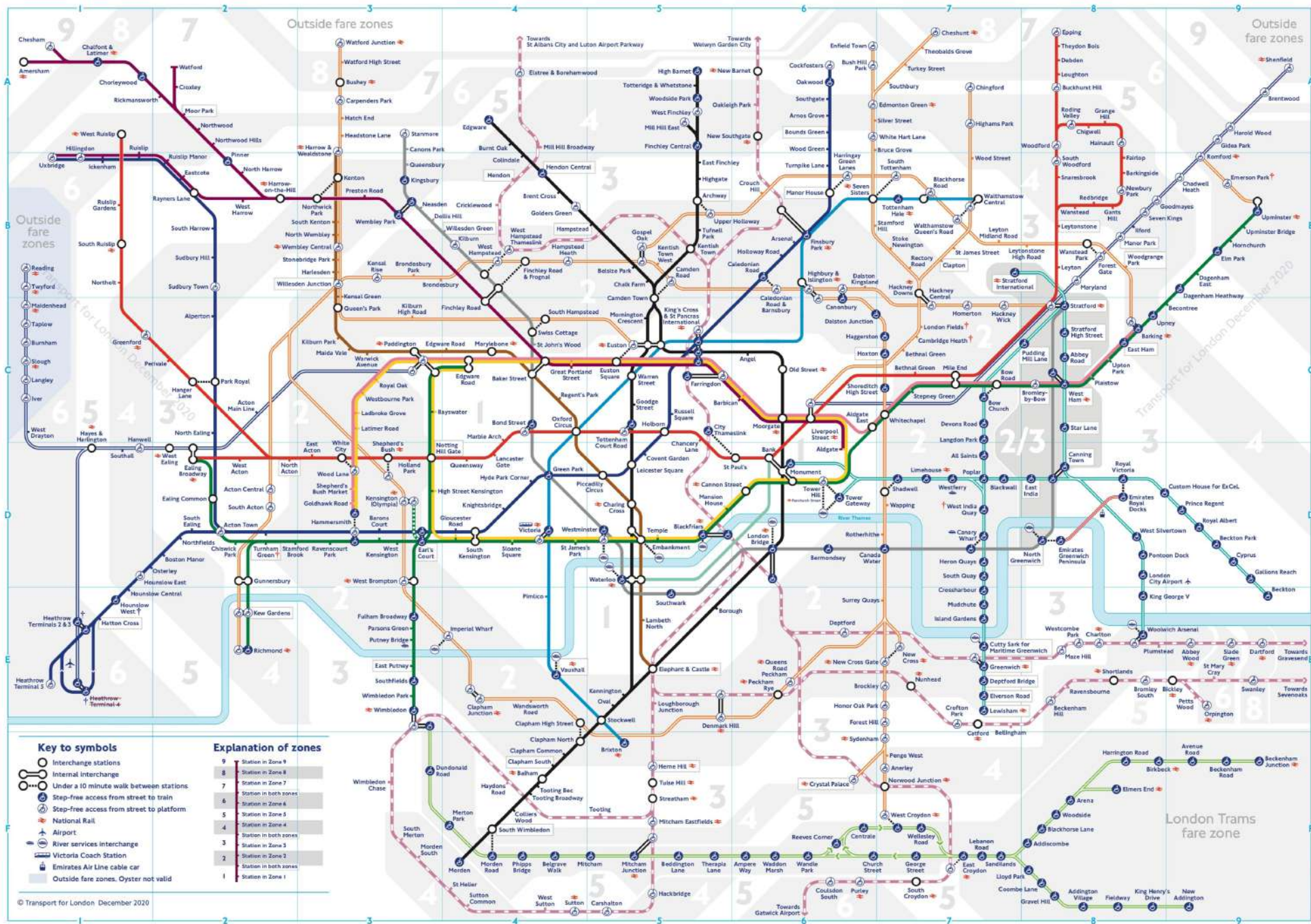


Route finder

Bus route	Towards	Bus stops
34	Barnet	GW, GT
	Walthamstow	GP, GR, GU
102	Brent Cross	BB, GB, GK, GW, GZ
	Golders Green	
	Edmonton Green	BN, GD, GJ, GN, GU
184	Barnet	BN, GD, GJ, GN
	Turnpike Lane	BB, GB, GK, GP, GZ
221	Edgware	BL, BM, GE, GP, GM
	Turnpike Lane	BA, BC, GA, GG, GH
232	St Raphael's	GC, GW, GY
	Turnpike Lane	GF, GP, GR, GU
299	Cockfosters	BN, GD, GJ, GN, GS
	Muswell Hill	BB, GB, GK, GT, GZ

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	BL, BM, GE, GP, GM
	Trafalgar Square	BA, BC, GA, GG, GH



Check before you travel

† Heathrow
TfL Rail customers should change at Terminals 2&3 for free rail transfer to Terminal 5.

† Heathrow Terminal 4
Closed until further notice.

† Hounslow West
Step-free access for manual wheelchairs only.

† Services or access at these stations are subject to variation.
To check before you travel, visit: tfl.gov.uk/plan-a-journey

This is a general guide to the basic daily services.
Not all trains stop at all stations on each coloured line, so please check the timetable.

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express		
Great Northern		
Southern		
Thameslink		

Other train operators may provide additional services along some of our routes

	Other train operators' routes
	Bus links
	Limited service stations on our network
	Interchange stations
	Interchange with London Underground
	Interchange with London Overground
	Interchange with London Tramlink
	Interchange with Eurostar
	Interchange with other operators' train services
	Interchange with Airports
	Ferry service routes
	Hovercraft service routes

Contactless only area Pay as you go with contactless card or device (not Oyster) in the pink shaded area

- **Step-Free** access between the street and all platforms
- Some step-free access between the street and platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

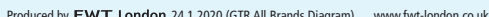
We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible. We will always try to offer the best possible service. However, the shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance.

- ☒ On-train or station staff **available at all times**
- ☐ On-train or station staff available at certain times only
- ☐ No on-train or station staff available

A Although this station isn't always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

- pressing the 'emergency assisted travel' Help Point button or;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart**.



APPENDIX E:

METHOD OF TRAVEL TO WORK – HARINGEY CENSUS DATA (2011)

QS701EW - Method of travel to work

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Additional percentage calculations by Highway Access Solutions [HAS]

population All usual residents aged 16 to 74
units Persons
date 2011
rural urban Total

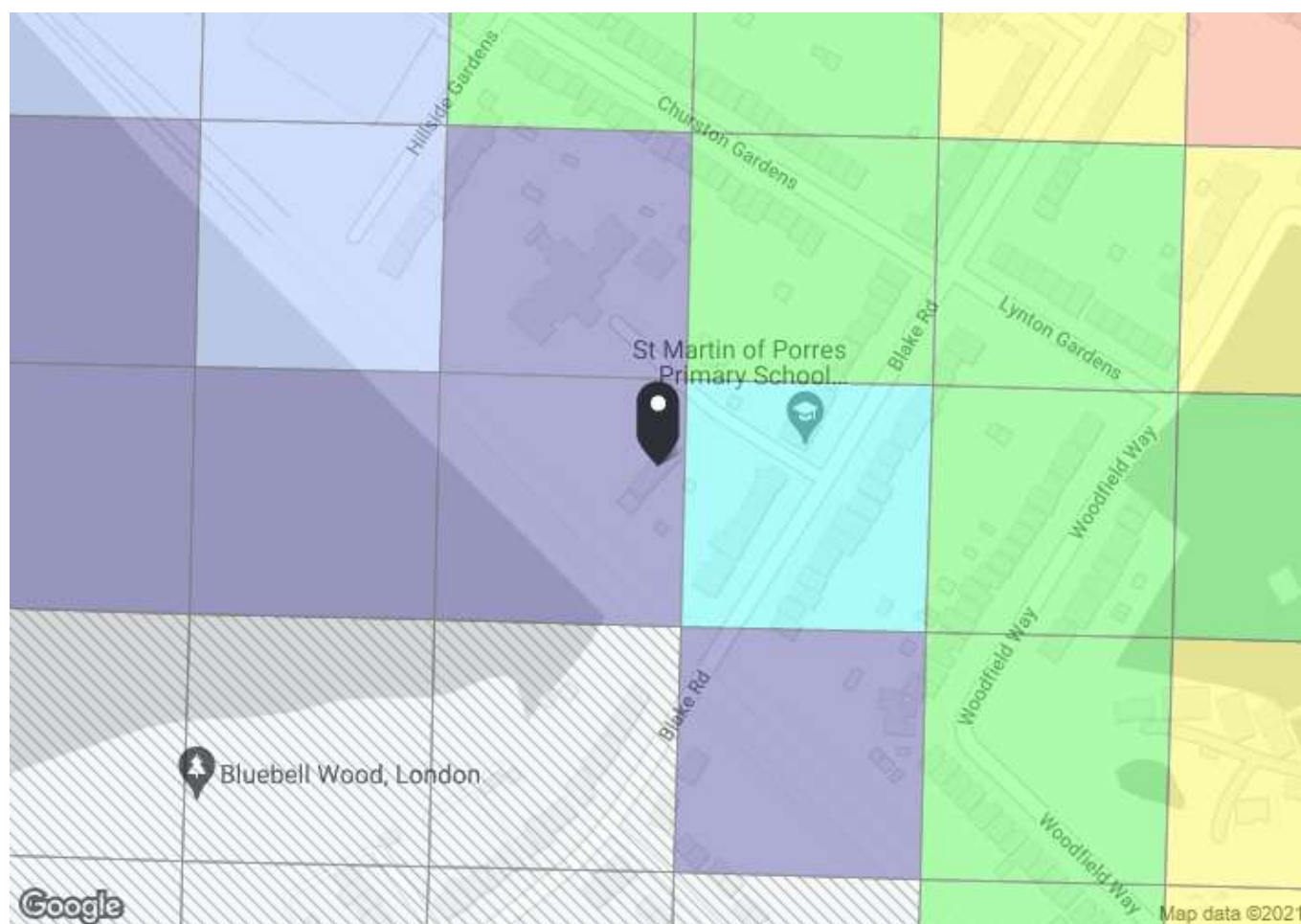
Method of Travel to Work	E00009897 (Output Area)			Bounds Green (Ward)			Haringey (Borough)			Greater London		
All categories: Method of travel to work	235	100.0%		10,593	100.0%		193,062	100.0%		7,286,602	100.0%	
Work mainly at or from home	10	4.3%		253	2.4%		6,910	3.6%		250,976	3.4%	
Underground, metro, light rail, tram	59	25.1%	36.9%	2,975	28.1%	44.5%	45,384	23.5%	38.7%	924,432	12.7%	20.2%
Train	10	4.3%	6.3%	659	6.2%	9.9%	9,158	4.7%	7.8%	630,506	8.7%	13.8%
Bus, minibus or coach	9	3.8%	5.6%	910	8.6%	13.6%	21,738	11.3%	18.5%	590,250	8.1%	12.9%
Taxi	1	0.4%	0.6%	25	0.2%	0.4%	290	0.2%	0.2%	24,618	0.3%	0.5%
Motorcycle, scooter or moped	2	0.9%	1.3%	83	0.8%	1.2%	1,609	0.8%	1.4%	53,786	0.7%	1.2%
Driving a car or van	52	22.1%	32.5%	1,402	13.2%	21.0%	23,023	11.9%	19.6%	1,607,977	22.1%	35.2%
Passenger in a car or van	4	1.7%	2.5%	83	0.8%	1.2%	1,360	0.7%	1.2%	102,851	1.4%	2.3%
Bicycle	10	4.3%	6.3%	182	1.7%	2.7%	6,142	3.2%	5.2%	178,377	2.4%	3.9%
On foot	12	5.1%	7.5%	337	3.2%	5.0%	7,909	4.1%	6.7%	423,672	5.8%	9.3%
Other method of travel to work	1	0.4%	0.6%	31	0.3%	0.5%	773	0.4%	0.7%	33,136	0.5%	0.7%
Not in employment	65	27.7%	-	3,653	34.5%	-	68,766	35.6%	-	2,466,021	33.8%	-
<i>Of those who travel to work</i>	<i>160</i>	<i>-</i>	<i>100.0%</i>	<i>6,687</i>	<i>-</i>	<i>100.0%</i>	<i>117,386</i>	<i>-</i>	<i>100.0%</i>	<i>4,569,605</i>	<i>-</i>	<i>100.0%</i>

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.

Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX F:

WEBCAT PTAL REPORTS



PTAL output for Base Year 1a

80 Blake Rd, London N11 2AH, UK
Easting: 529386, Northing: 191459

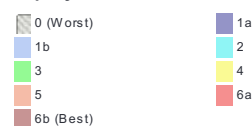
Grid Cell: 139168

Report generated: 28/07/2021

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BOUNDS GRN RD WARWICK RD	221	609.53	5	7.62	8	15.62	1.92	1	1.92
Total Grid Cell AI:										1.92



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Email: office@highwayaccess.co.uk



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Systems UK [#IT417]



Listed in the Transport
Planning Society
Business Director



Members of the
East Midlands Chamber
[#434925]



Andrew Dennison
holds FSB Membership
[#51722048]



MARRONS PLANNING

LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

FINAL REPORT

**JUNE 2017
(ADDENDUM SEPTEMBER 2018)**

QUALITY, INTEGRITY, PROFESSIONALISM

Knight, Kavanagh & Page Ltd
Company No: 9145032 (England)

MANAGEMENT CONSULTANTS

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

INTRODUCTION

This report is a needs assessment in relation to the Glencairn Sport site in the Borough of Haringey. The Glencairn Sports site is a former flat green bowling green. It is understood the site has not been used or maintained since circa 2012.

The site is classed as a sports facility by Haringey Council; therefore, any proposal to develop the site is protected within the Local Planning Authority's Local Plan policies and paragraph 97 of the National Planning Policy Framework (NPPF).

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirement; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss." (Paragraph 97, NPPF)

This report is therefore an assessment of need to help determine whether the bowling green is still required or whether it is surplus to requirements. It will analyse all types of bowling, including both indoor and outdoor, to ensure a comprehensive picture of supply and demand is presented.

Guidance within Sport England's "Assessing Needs and Opportunities Guide" (ANOG) is followed in order to carry out an assessment to the supply and demand of bowls in the area. This includes a review of national policy, supply of bowling greens, demand for provision and a conclusion.

The site, as part of the Local Planning Authority's response to a previous application, is also considered to be an open space *"through its undeveloped nature and previous use as a sport facility"* (Planning Officer Response to previous application). This report will explore the use of the site in the context of the Local Planning Authority's response.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

BOWLS

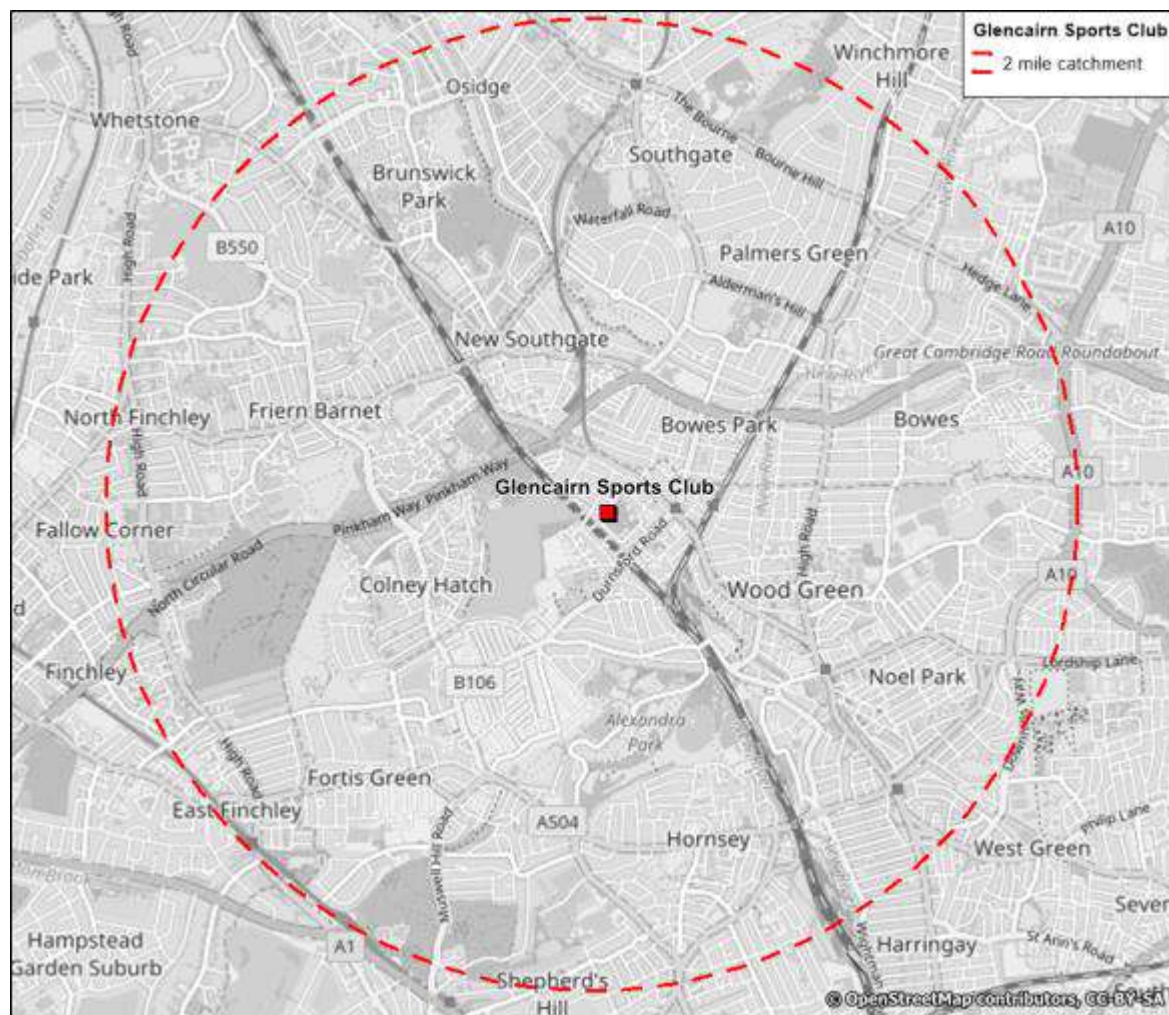
Local context

Glencairn Sports Ground is a standalone former single bowling green with club building and shed. It was a private club site and was therefore securely fenced with access assumed to be via membership only.

The site is positioned in the Borough of Haringey, north of the city of London. It is located within a residential area, with both overland and underground rail stations nearby. The nearest underground stop is Bounds Green. There is a school next to the bowls club site, which is opposing the house building scheme.

A radial catchment of a 2-mile walking distance is used to demonstrate the areas immediately surrounding the site. Such areas can be considered to be within close proximity in terms of access.

Figure 1: Map of Glencairn Sports Site



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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Consultation with Bowls England indicates that the club on site folded in 2012. This was understood to be due to an increase in rates from Haringey Council as a result of wider government spending cuts. It is understood players from the Club either moved to other clubs in neighbouring boroughs or ceased bowling.

Following the evidence from England Bowls (EB), the bowling green can be considered to be disused and potential even lapsed as per Sport England definitions.

- ◀ Disused – sites that are not being used at all by any users and are not available for community hire either. Once these sites are disused for five or more years they will then be categorised as ‘lapsed sites’. Sport England maintains a position of statutory consultee for disused sites.
- ◀ Lapsed - last known use was as a playing field more than five years ago. This falls outside of Sport England’s statutory remit but still have to be assessed using the criteria in paragraph 74 of the National Planning Policy Framework and Sport England would nonetheless challenge a proposed loss of playing pitches/playing field which fails to meet such criteria. It should be emphasised that the lawful planning use of a lapsed site is still that of a playing field.

The definition of disused and lapsed sites only refers to playing fields. A bowling green does not fall within the definition of a playing field. By Sport England definitions, it is a formal outdoor sports provision and as such Sport England should remain a consultee on any planning permission affecting its loss.

POLICY OVERVIEW

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the planning policies for England. It details how these are expected to be applied to the planning system and provides a framework to produce distinct local and neighbourhood plans, reflecting the needs and priorities of local communities.

It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It establishes that the planning system needs to focus on three themes of sustainable development: economic, social and environmental. A presumption in favour of sustainable development is a key aspect for any plan-making and decision-taking processes. In relation to plan-making the NPPF sets out that Local Plans should meet objectively assessed needs.

Under paragraph 96 of the NPPF, it is set out that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative and qualitative deficiencies and surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area.

As a prerequisite paragraph 97 of the NPPF states existing open space, sports and recreation sites, including playing fields, should not be built on unless:

- ◀ An assessment has been undertaken, which has clearly shown the site to be surplus to requirements.
- ◀ The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- ◀ The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Sport England

Any development of the site also needs to be sound in relation to Sport England Policy. For bowling greens, Sport England's "Assessing Needs and Opportunities Guide" (ANOG) for indoor and outdoor sports facilities should be followed.

Paragraph S25: Proposals affecting existing sporting provision within ANOG states that a key application for an assessment of need will be able to help shape and assess proposals which may affect existing sporting provision. It also cites paragraph 97 of the NPPF.

Paragraph S26 details that applying the findings of an assessment will be extremely valuable in assessing and determining any related planning application which may propose the loss of sporting provision in line with paragraph 97 of the NPPF. Using a robust and up to date assessment to shape and assess such proposals will help ensure positive planning decisions are made for sport in line with the intentions of the NPPF.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

It is understood that no up to date ANOG or Playing Pitch Strategy (which can often include a bowling green section) has been adopted by the Council. An online based search found no results. The only reference found is with regard to a Haringey Open Space and Sports Assessment (Volume 2) dated July 2004. However, this followed the methodology prescribed by PPG17 which has since been replaced for sports provision by Sport England's ANOG and PPS guidance. Consequently, it can be considered to be out of date.

Consultation with Sport England identifies that a recent Playing Pitch Strategy has been undertaken. It is understood this includes a section on bowls. Consultation with the Council's leisure service was sought to verify the situation but no response was received. It is considered that this study will provide a more up to date assessment covering both outdoor and indoor bowls provision in the area. Sport England highlight that within the PPS there may be reference to exploring use of bowling greens for cricket training. We have not been able to verify this with the Council and the England and Wales Cricket Board (ECB).

Bowls England Strategic Plan 2014-2017

Bowls England's strategic objectives, in conjunction with affiliated Clubs and regional County Associations, will aim to achieve the following:

- ◀ Promote the sport of outdoor flat green bowls
- ◀ Recruit new participants to the sport of outdoor flat green bowls
- ◀ Retain current and future participants within the sport of outdoor flat green bowls

English Indoor Bowls Association Vision 2013 – 2017

Within the vision, EIBA's main objectives are as follows:

- ◀ A growth in participation across the adult population in local communities, particularly around female participation
- ◀ A growth in participation in the 14-25 age range, plus working with primary schools (Year 3 & 4 – age 7 to 9)
- ◀ The provision of an excellent sporting experience for new and existing participants
- ◀ A growth in Indoor Bowls participation by people who have disabilities

SUPPLY OF BOWLING FACILITIES

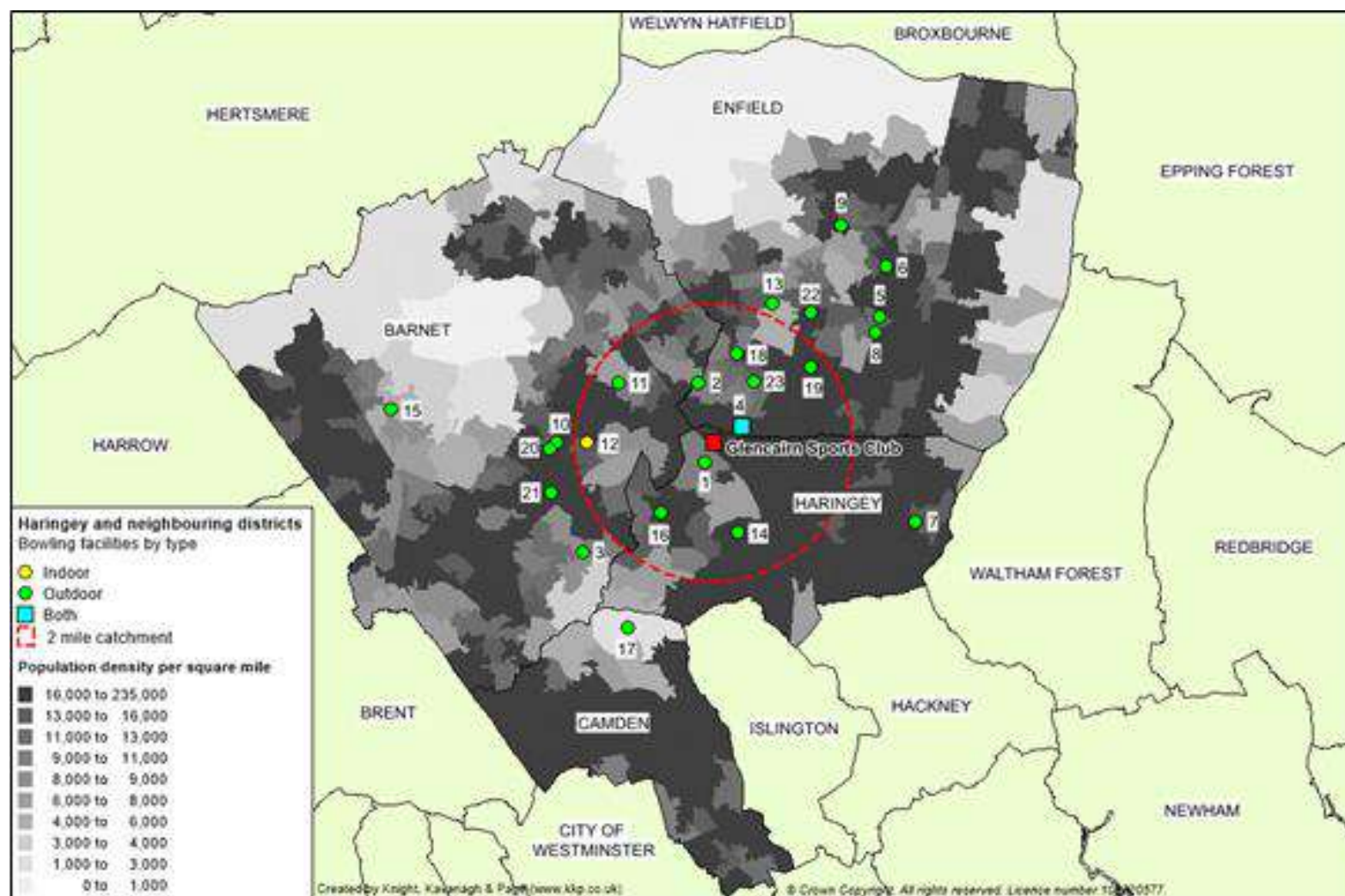
Research identifies that within a two mile radius there are 10 sites containing 11 greens. Of these 10 sites, eight are outdoor flat greens, one is an indoor facility and one is a site with an indoor green facility and an outdoor green. Bounds Green Bowls Club has both indoor and outdoor facilities.

Two of the outdoor greens are understood to have no club attached. Both Albert Road Recreation Ground and Broomfield Park sites previously had clubs but these have since folded. The green at the latter is understood to have not been used for five years. Beyond the two mile radial, research has identified a further 13 sites.

Figure 2 illustrates the location of the Glencairn Sports site and the surrounding bowling sites. Table 1 below provides more information about the sites including known clubs.

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Figure 2: Location of Glencairn Sports Club and surrounding bowls sites



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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Table 1: Current supply of bowling greens surrounding Glencairn Sports site

	Site ID	Site name	Club Name	Green type	No. of greens/rinks	Site Management	Land Ownership	Distance from Glencairn
Within two miles	1	Albert Road Recreation Ground	n/a*	Outdoor	1	n/a	n/a	0.30
	4	Bounds Green Recreational Club	Bounds Green Indoor Bowling Club	Indoor	3 rinks	Club	Club	0.46
			Bounds Green Outdoor Bowling club	Outdoor	1	Club	Club	
	2	Arnos Park	Arnos Park Bowling Club	Outdoor	1	Club	Local Authority	0.90
	23	Broomfield Park	Southgate Bowling Club*	Outdoor	1	n/a	Local Authority	1.06
	16	Muswell Hill Bowling Green	Muswell Hill Bowling Club	Outdoor	1	n/a	n/a	1.26
	18	Ye Old Cherry Tree Pub	Selborne Bowling Club	Outdoor	1	Club	Local Pub	1.32
	14	Hornsey Bowling Club	Hornsey Bowling Club	Outdoor	1	Club	Diocese of London	1.34
	11	Friary Park	Friary Park Bowling Club	Outdoor	1	Park Community Trust	Park Community Trust	1.63
	19	The Broomfield Club	Broomfield Bowling Club	Outdoor	1	Club	Club	1.78
Beyond two miles	12	Glebelands Bowls Club	Glebelands Bowling club	Indoor	8 rinks	Club	Club	1.82
	13	Grovelands Park	Grovelands Park Bowling club	Outdoor	1	Club	Local Authority	2.18
	10	Finchley Bowling Green	Finchley Bowling Club	Outdoor	1	n/a	n/a	2.26
	22	Winchmore Hill Bowls Club	Winchmore Hill Bowls Club	Outdoor	1	Club	Club	2.34
	20	Victoria Park	Finchley Bowls and Croquet Club Victoria Park Bowls Club	Outdoor	2	Clubs	Local Authority	2.36
	21	West Finchley Bowling Green	West Finchley Bowling Club	Outdoor	1	n/a	n/a	2.44

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

	Site ID	Site name	Club Name	Green type	No. of greens/rinks	Site Management	Land Ownership	Distance from Glencairn
	3	Lyttleton Playing Fields	Bishops Wood Bowling Club	Outdoor	1	n/a	n/a	2.45
	8	Edmunton Sports Club	Edmunton Bowling Club	Outdoor	1	Club	Club	2.82
	17	North London Bowling Club	North London Bowling Club	Outdoor	1	Club	Corporation of London	2.93
	5	Bury Lodge Gardens	Bury Lodge Bowls Club	Outdoor	1	n/a	n/a	3.00
	7	Down Lane Park	Tottenham Hale Bowling Club	Outdoor	1	n/a	n/a	3.12
	6	Bush Hill Park	Bush Hill Park Bowls Club	Outdoor	1	n/a	n/a	3.55
	9	Enfield Town Club	Enfield Town Club	outdoor	1	Club	Private	3.64
	15	Mill Hill Bowling Club	Mill Hill Bowling Club	n/a	2	n/a	n/a	4.67

* Consultation indicates that club has folded.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Quality of greens

During consultation, clubs and organisations were asked what they thought of the quality of their greens. All clubs consulted view the greens they use as being of good quality and respond well to bad weather.

No clubs identify any plans to undertake any major maintenance work on any greens in the near future.

Ancillary facilities

The provision of ancillary facilities varies between sites depending on ownership. Clubs which own their own site provide changing facilities, a kitchen and a bar. Some also had a function room which is available to hire for private functions. Sites which are located in parks are more basic and generally provide a toilet, kitchen and changing rooms.

The quality of facilities is generally considered good by clubs. However, Friary Park Bowling Club reports that the roof needs to be replaced as it leaks. In addition, the Broomfield Club is looking at replacing the floor of its club house.

Ownership and management

Site ownership and facility management is presented in Table 1. Ownership of the sites vary; with the majority of park sites owned by local authorities, some sites owned by clubs and other sites owned by a third party.

Amos Park, Grovelands Park and Victoria Park are owned by the Local Authority. Clubs pay rent to the respective local authorities for the use of the land, and the upkeep of the facilities (greens and ancillary facilities) are maintained by the clubs themselves. At Victoria Park, maintenance costs and rent is split between two clubs

One site is owned by a Trust (Friary Park). The bowling club is part of the Trust and it is the responsibility of the Trust to maintain both ancillary and the green. One site is owned by a public house (Selborne Bowling Club) with the Club undertaking the maintenance of the facilities themselves.

Clubs which own their own facility do not have the additional cost of paying rent, however the maintenance of these facilities (greens and ancillary facilities) are the clubs responsibility.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

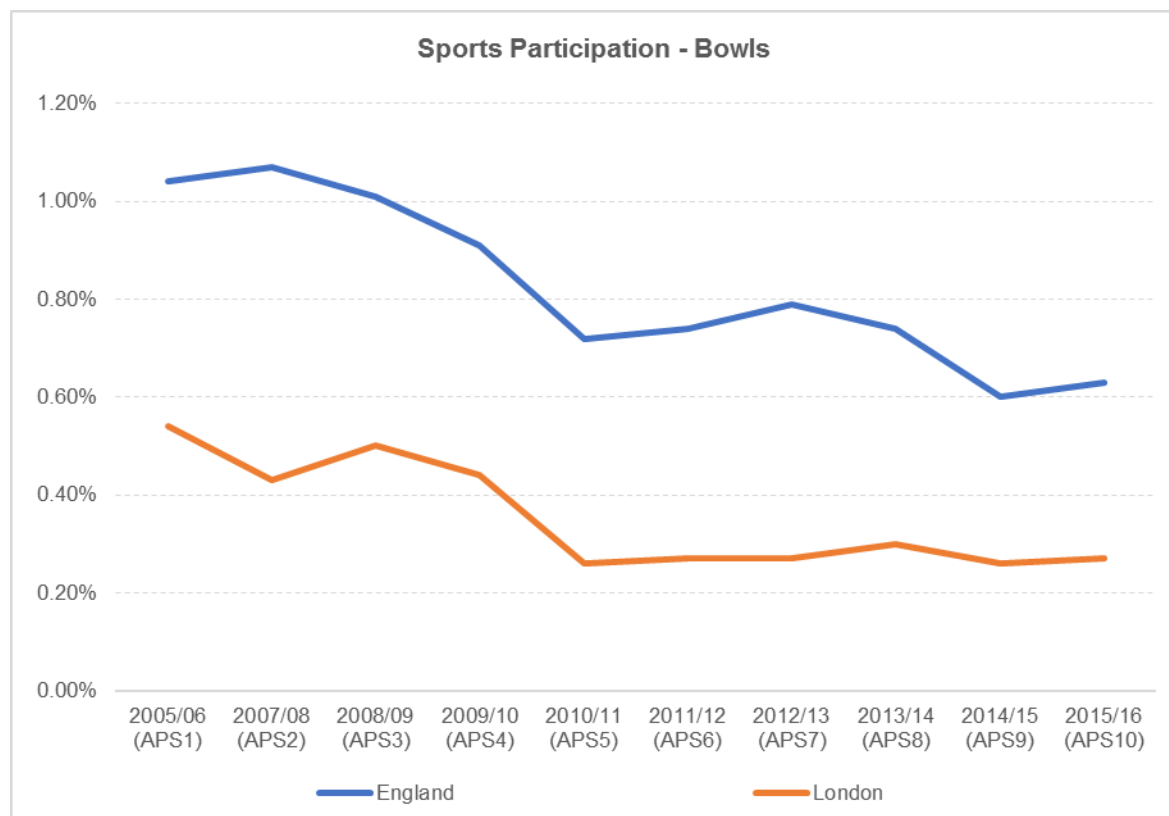
DEMAND FOR BOWLING

This section analyses the demand for bowling in the area primarily through consultation with listed clubs. Consultation was undertaken by telephone with the club secretary or another senior person within the respective club.

National trends

When assessing demand for the sport, it is important to understand both the regional and national picture. Active People's survey over the last 10 years, has identified a decline in demand for bowls both nationally and in London. In London currently, 0.3% of the population currently participate in bowls. This has dropped from 0.58%.

Figure 3: National and regional participation trends in bowls



NGB Consultation

Consultation was requested with both English Indoor Bowls Association (EIBA) and England Bowls (EB) to attain their thoughts on demand for bowling both indoors and outdoors in the local area. There was no response from EIBA.

England Bowls responded that “there is considered to be sufficient supply to meet the needs of the population in the area”. EB also highlighted that “certain clubs are struggling to generate interest in the sport and retain membership levels. The key challenge for the majority of clubs is to maintain current membership numbers whilst trying to expand”.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Club consultation

All clubs, either indoor or outdoor within the study area, were sent a request for consultation to register their views. Contact information for affiliated clubs was either gathered through desktop research or provided by the County Association (Middlesex County Bowling Association). The following clubs were able to provide information:

- ◀ Bounds Green
- ◀ Arnos Park
- ◀ Broomfield Club
- ◀ Friary Park
- ◀ Hornsey Bowling Club
- ◀ Glebelands Bowls Club
- ◀ Selbourne Bowls Club

Two sites within the two-mile radial of Glencairn are understood to have folded. The green at Broomfield Park was previously used by Southgate Bowling Club. However, consultation with a former club member identifies that the Club folded five years ago. This is believed to be due to restrictions in on street parking around the site resulting in members having to travel with equipment to and from the site. The green is no longer maintained for bowls. It is understood most members moved to the Selborne Bowls Club which plays out of the Ye Olde Cherry Tree Pub.

It is also identified that Albert Road Bowls Club, which used the green at Albert Road Recreation Ground, has also recently folded. This is understood to be due to a lack of members.

A summary of the consultation findings from the club consultation is set out below:

Bounds Green Bowling Club

Bounds Green Bowling Club is a private club which offers both indoor and outdoor bowling provision, providing access to the sport of bowling all year round. The Club incorporates a number of other sports including tennis, snooker and table tennis. It owns its own facility which is managed by two full time paid staff including a caretaker/green keeper.

Playing membership for bowls currently stands at 42 for indoor and 46 for outdoor with the club keen to increase membership. The Club has no maximum membership; however, a healthy membership would be between 100-120 playing members. It admits it has absorbed some players from the Glencairn bowling club and also Albert Road Bowling Club which it highlights as having recently shut down.

The key challenge for the Club is to increase membership, particularly recruiting younger members. It delivers an open day once a year and also runs a number of initiatives, including the Play Bowls and Play Bowls 4 Fun initiatives in partnership with the Bowls Development Alliance to increase membership.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Arnos Park Bowls Club

Arnos Park Bowls Club is a club which operates out of the Arnos Park. Haringey Council own the green and the land the club house is located on. The Club rents the site with maintenance and upkeep of both the green and the club house undertaken by the Club itself. Rent charges have reportedly been marginally going up over the last couple of years, however, the Clubs rising membership has managed to absorb this cost.

Membership currently stands at 55, which the Club states as being above the local average compared to other clubs. It has four bowls sessions a week during the summer months, and it also has a free junior (for children aged 8-12) session every Sunday to encourage a younger generation of players to participate in the sport.

The Club reports that it would like another 10 playing members for this season; however, it acknowledges that there is strong competition between clubs for players.

Broomfield Bowls Club

Located in Palmers Green, the Club is part of a wider sports club which also offers tennis and football. The Club owns the land and the ancillary facilities, which includes changing rooms, bar/kitchen area and a lounge/social area. It competes in the Middlesex League and Vets League for Men, and the Brigg League for Ladies. Members also compete in County, Area and National competitions.

Membership currently stands at 50 playing members; however, it states that it has capacity for approximately 120 playing members. Additional members would allow the Club to enter more teams in the relevant competitions and also expand its social provision. Its key challenge is to increase membership, through outreach programmes and open days; however, it struggles to engage with ethnic minorities which make up a large proportion of local residents. Also, it feels that the demographic which plays bowls (55+) has moved out of the local area which has affected membership numbers.

Hornsey Bowling Club

Hornsey Bowling Club, located south of the Glencairn site, rents the land and the facility off the Diocese of London. Male members play in the Middlesex league and women compete in the Brigg League. The Club currently supports 55 playing members; however, it would like to double its membership to approximately 100 playing members. Recently, the Club has witnessed a spike in membership, following a successful outreach programme, however, it feels that there is too much choice from other activities in the local area and finds it increasingly competitive to generate interest in the sport.

The other challenge the Club is facing is trying to ensure there is a healthy revenue stream coming into the Club, particularly during the winter months. Although the Club has a bar, it does not currently hire out the facilities to generate additional revenue; something which it is considering.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Glebelands Indoor Bowling Club

The Club is a large indoor facility which is located to the west of Glencairn site. The indoor facility has eight rinks, a bar, changing and catering facility. Although it predominantly opens during the winter months, it does operate during the summer months in a limited capacity. It is one of the largest indoor provisions in north London, which is reflected by its positive membership numbers which currently stands at circa 400. When challenged on capacity, the club is happy with currently membership levels, however, it would always welcome more.

The Club is very proactive, undertaking open days and offering free coaching sessions. It has over ten male and female internal leagues, and also competes in Middlesex and District Indoor League.

Selbourne Bowls Club

This bowls club is located within the grounds of the Ye Old Cherry Tree. The Club reports a membership of 86, with a combination of 60 males and 26 females. It is happy with its membership, which allows the club to compete in a variety of different leagues, however, like with most, it would always welcome additional players.

The Club rents the land from the local pub (Ye Old Cherry Tree); however, it manages the maintenance of the facility. Attached to the pub are ancillary facilities, including changing rooms and a kitchen, which again, the Club maintains but does not own.

The key challenge for the Club is to maintain the current levels of membership. However; it acknowledges that this requires support from the whole Club, which sometimes is a struggle to generate.

Friary Park

Friary Park Bowls Club operates out of Friary Park which is located in the Borough of Barnet. The Club has a small but stable membership of 35, which has been rising steadily and competes in the Middlesex Bowls League. It has an open session, every Wednesday, which allows interested players to try the sport and it feels that this contributes to the rising membership.

The Club manages its own facilities with the land owned by the Friar Park Community Trust. The bowls club is a stakeholder and contributes financially towards the Trust. The clubhouse, has recently undertaken a refurbishment including new lighting and a new kitchen. The clubhouse also has a bar.

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Other clubs and their key challenges

Consultation was undertaken with a number of other clubs listed in Table 1 which included Edmuntton Bowls Club and North London Bowls Club. All clubs highlight that they could accept additional numbers, however, membership numbers varied across the study area. The key themes which were highlighted are listed below:

- ✦ The majority of people who play outdoor bowls are aged 60 and over. Clubs have noticed that people of that age generally move out of London to the suburbs, changing the demographic of the area and reducing the number of people available to play.
- ✦ There is a high concentration of clubs in north London, resulting in a large amount of club supply and creating competition amongst clubs for members. This is reflective when analysing Figure 2, which highlights there are eight outdoor sites within a two mile radius of the former Glencairn Sports Club.
- ✦ It must be noted that some clubs do have a healthy membership numbers; however, consultation indicates this is due to clubs offering a variety of activities for members such as bridge nights, coffee mornings, quiz nights and music tribute acts. During the winter months, one club organises an annual trip abroad to the Strasbourg Christmas Markets. This kind of offer, creates social capital which supports club membership.
- ✦ Clubs also highlight current catchments now have a higher ethnicity mix, and residents, particularly from South Asian Communities, are difficult to engage with.

Club membership summary

Table 2 provides a summary of the membership levels and recognised capacity/ability for Clubs to accommodate more members. In all instances, clubs highlight the ability to accommodate more members.

In some instances, Clubs identify being able to double current membership levels.

Table 2: Club membership summary

Club	Current membership	Capacity to accommodate more/ Seeking new members	Detail
Bounds Green Bowling Club	42 Indoor 46 Outdoor	Yes	Healthy membership viewed as 100-120 members
Arnos Bowls Club	55	Yes	Would like an additional 10 members
Broomfield Bowls Club	50	Yes	Capacity for circa 120 members
Hornsey Bowling Club	55	Yes	Would like to double membership to circa 100
Glebelands Bowls Club	400	Yes	Would welcome more
Selbourne Bowls Club	86	Yes	Would welcome more
Friary Park	35	Yes	Recently increased membership but would welcome more

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Other demand

To calculate demand for bowling, it is important to analyse current and future demographics of the area.

Market segmentation

Sport England's Segmentation Tool enables analysis of 'the percentage of adults that would like to participate in bowls but are not currently doing so'. Segmentation data shows that the majority of people who play bowls in Haringey are Elsie/Arnolds (retired singles – 23.9%) or Franks (retired twilight year gents – 15.7%). A full breakdown of the segmentation demand for bowls in Haringey is illustrated below.

Table 4: Market segmentation for bowls in Haringey

Bowls
0.6% (1,087) of people currently play bowls and a further 0.2% (271) indicates that they would like to, giving an overall total of 0.8% (1,359). 5.5% of Frank's play bowls, which is the largest proportion of any group taking part, closely followed by the Ralph & Phyllis segment at 3.8%. - The groups with the largest of the local population playing bowls are the Elsie & Arnolds (23.9%) and Frank's (15.7%). - The groups with the most people who would like to play are Elsie & Arnold (17.3%) and Terry (14.4%). - The main group to target, for additional players due to size and interest is, therefore Elsie & Arnold.

The tool identifies a potential 271 individuals that would like to participate in bowls but which currently do not. Based on the feedback from clubs it is likely that this demand could be absorbed by existing clubs and sites in the area.

Population Projections

Future population analysis has been undertaken for the local authority of Haringey.

Using the GLA (Greater London Authority) projections over the 25 years from 2015 to 2041, it is expected that there will be a 48% increase in the age category 55-64 and a 76% increase in the 65+ age category in Haringey.

A full breakdown of Haringey's demographics is presented in Table 4.

When combining the two age categories, it is expected that both categories will make up nearly a quarter of the population (23.9%). This could potentially create additional demand for the sport of bowls however this cannot be accurately quantified.

It is important to recognise that this is only an analysis of the projected future population; it does not take account of the identified decline in demand for bowls both nationally and in London.

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LOCAL NEEDS ASSESSMENT - GLENCAIRN SPORTS CLUB

Table 4: Haringey- GLA projected population (2015 based)

Age (years)	Number			Age structure %			Change 2015– 2041		
	2015	2028	2041	2015	2028	2041	2015	2028	2041
0-15	55,489	55,034	56,014	20.3%	18.1%	17.2%	100.0%	99.2%	100.9%
16-24	29,627	33,127	33,232	10.8%	10.9%	10.2%	100.0%	111.8%	112.2%
25-34	57,826	59,096	62,670	21.1%	19.4%	19.2%	100.0%	102.2%	108.4%
35-44	47,391	53,322	53,432	17.3%	17.5%	16.4%	100.0%	112.5%	112.7%
45-54	35,651	40,170	43,048	13.0%	13.2%	13.2%	100.0%	112.7%	120.7%
55-64	22,475	29,610	33,375	8.2%	9.7%	10.2%	100.0%	131.7%	148.5%
65+	25,303	34,237	44,720	9.2%	11.2%	13.7%	100.0%	135.3%	176.7%
Total	273,762	304,595	326,491	100.0%	100.0%	100.0%	100.0%	111.3%	119.3%

BOWLING GREEN CONCLUSION

Based on the findings of the assessment it is considered that the site is no longer needed and should therefore be viewed as surplus to requirements.

The site has not been in use for a period of five years. Furthermore, consultation with local clubs and England Bowls highlights a sufficient level of green provision within the local area. No clubs operate waiting lists with many expressing a desire/need to increase membership levels. This is a key challenge recognised by England Bowls as nationally and regionally there is a decline in participation of the sport. Consequently, thriving clubs have to offer an active social scene as well as providing opportunities to play the sport.

In addition, two other sites/clubs within a two-mile radial have folded in the last five years. This is further evidence that demand for the sport and subsequently the Glencairn site does not warrant retaining for bowls use. A summary of the key findings is set out below.

Findings summary

- ▶ The Glencairn Sports site has been disused since 2012 with no known interest to use it.
- ▶ Consultation indicates the Club folded as it could not afford the rates. This is most likely due to a lack of members to ensure the sustainability of the club.
- ▶ Within a two-mile radius of the former Glencairn site there are 11 greens; nine outdoor greens and two indoor facilities. Ownership of these sites vary with some located within parks and others privately owned.
- ▶ It is understood that two of the outdoor greens within the two-mile radial are no longer in use. The clubs on both sites have folded. These are Albert Park Bowling Club (due to low numbers) and Southgate Bowling Club (due to parking limitations).
- ▶ Club membership levels vary; however, all clubs indicate that they could accommodate additional members; with some clubs highlighting an aspiration to double current numbers.
- ▶ England Bowls state there is considered to be a sufficient supply to meet the needs of the area. It also highlights that some clubs are struggling to retain membership levels. This reflects the decline in participation of the sport both nationally and for London.
- ▶ Clubs indicate that attracting new members is competitive due to the high concentration of clubs in the North of London.
- ▶ Clubs comment the need to offer more than just bowls to encourage new members to join. Consequently, certain clubs are offering extensive social programmes to encourage and retain membership.

OPEN SPACE

The site, as part of the Local Authority's response to a previous application, is also considered to be an open space "*through its undeveloped nature and previous use as a sport facility*" (*Planning Officer Response to previous application*). This section of the report explores the email response from the Case Officer which outlines the Council's policy rationale for resisting the development on the grounds of the land as open space.

POLICY REVIEW

Policy DM 20: Open Space and Green Grid

In the response letter from the Council, it is stated that:

"The site through its undeveloped nature and previous use as a sport facility is considered to be open space and is within a Ward that is classified as having open space deficiency as highlighted in Policy DM20 of the Development Management DPD. This policy also goes in to more detail regarding the protection of open space from inappropriate development which results in the loss of open space".

Paragraph 4.12 of the Policy DM20 identifies that Haringey's Open Space and Biodiversity Study (2013) provides an assessment of the quantity, quality and value of open space in the Borough. It goes on to state that the study provides evidence to support the above policy (DM 20) and includes locally derived provision standards for open space.

These standards form the basis for redressing the quantitative and qualitative deficiencies through the planning system.

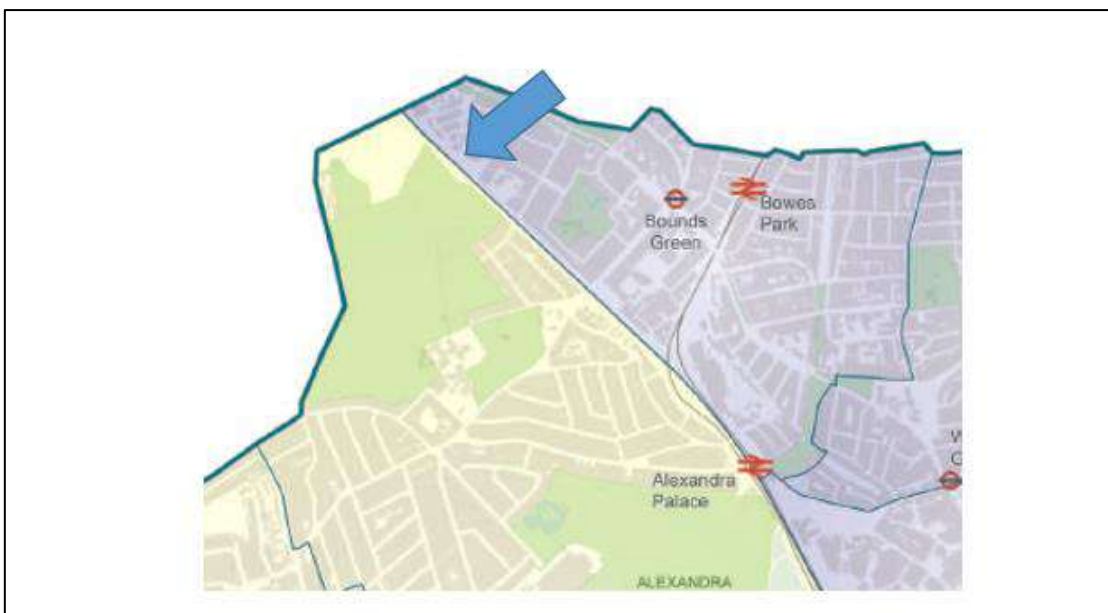
Figure 4 (below) of the figure from Policy DM20 does not identify the site as 'Green Spaces (Planning Policy)' indicated on the figure as a green colour. Nor does it identify the site to be covered by OSD both local and small local levels (indicated on the figure as an orange colour).

Figure 4: Insert of Figure 4.1 from Policy DM 20 (June 2017)



Figure 5 (below) does however show that the site is within a Ward (Bouds Green) classed as having an open space deficiency.

Figure 5: Insert of Figure 4.2 from Policy DM20 (June 2017)



On this basis, the site is not classified by the Council's own measures as an open space. Therefore, applying the derived open space standards to a site not classed as open space seems flawed.

All London Green Grid

With regard to the All London Green Grid (ALGG), it is defined in the front of the Open Space and Biodiversity Study (2013) that the ALGG includes maps of the existing accessible open space in London, and areas of strategic deficiency in access to open space. These should be reviewed when developing provision standards for Haringey.

The Glencairn site is not defined as an accessible open space by Haringey in its Open Space and Biodiversity Study (2013). Please see the following paragraphs for further detail.

Haringey's Open Space and Biodiversity Study (2013)

The study assesses the quantity, quality and value of the open space and sites of importance for nature conservation (SINCs) in Haringey. As part of this standards of provision are provided. These standards should form the basis for redressing the quantitative and qualitative deficiencies through the planning process.

Within the Executive Summary of the study it is detailed that 90 publicly accessible open spaces were included as well as 17 SINCs.

Paragraph 5.4 of the study sets out that *Category I: Outdoor Sports Provision* has not been assessed but that a short analysis of the types of sports facilities found within other open spaces has been included.

The Glencairn site as a standalone bowling green under private ownership and without being publicly accessible is not included within the 2013 study.

If the site is not classed as an open space by the Council (due to its ownership, restricted access and former sports use) it is therefore not considered applicable to the provision standards for open space being referred too.

Policy SP15: Culture and Leisure

The policy states the Council will safeguard and foster the borough's existing recreational and sporting facilities through:

- ◆ The protection and enhancement of sporting and leisure facilities in areas of deficiency; and
- ◆ The dual use of the borough cultural assets such as land and buildings to meet the needs of local communities, for example meeting space, arts and leisure activities, opportunities for recreation and sport.

This would appear to link back to the key element as to whether the former bowling green is still required to help meet any identified need/demand or whether it is not required and therefore surplus.

SP16: Community Facilities

The policy details that the Council will work with its partners to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey communities. It states that this will cover projects for a wide range of topics including, of most relevance for this scoping study, leisure (citing to see also SP15).

Our thoughts are therefore also relevant to the paragraph above on SP15.

Policy DM 49: Managing the provision and quality of community infrastructure

As set out in the rejection letter, this policy re-iterates the focus of the previous policies, highlighting that the Council will seek to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community. The loss of a community facility would need to be substantiated with evidence to show that the facility is no longer required, that it would not result in a shortfall in provision of that use and that there is no demand for any other community facility on the site.

This again links back to the requirement to establish whether the former a bowling green is still needed to help meet any identified need/demand or whether it is not required and therefore surplus. As the needs assessment for bowls concludes, it is evidenced that the site is no longer required.

A risk to consider is how to substantiate that there is no demand for any other community facility on the site. It is assumed that this means facilities such as community centres etc. This may need further clarify in order to be able to prove no such demand exists.

SUMMARY OF FINDINGS

The site is not classified by the Council's own measures as an open space as it identified as a sports facility. Therefore, applying the derived open space standards to a site not classed as open space is flawed.

On this basis, as the site is not classed as an open space by the Council due to its ownership, restricted access and former sports use, it is therefore not considered to be applicable to the provision standards for open space being referred to.

Both the Haringey Open Space Study and the All London Green Grid define sites included in the studies as publicly accessible. The Glencairn site in its current overgrown (and inaccessible) state as well as its previous use as a private bowling club is argued to not meet the definition of being publicly accessible. The issue of there being a deficiency in open space provision in that Ward area is therefore not seen as applicable.

Furthermore, the site has remained unused for the last five years since the bowls club previously based onsite folded. This would further strengthen the case that no community interest in the site has been presented until recent development interest.

In terms of bowls, the needs assessment considers the site no longer needed and therefore surplus to requirements. Furthermore, consultation with local clubs and England Bowls highlights a sufficient level of green provision within the local area. Clubs identify the ability/need to increase membership levels (recognised by England Bowls as a key challenge).

In addition, two other sites/clubs within a two-mile radial have folded in the last five years. Further evidence that demand for the sport and subsequently the Glencairn site does not warrant retaining for bowls use.

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ADDENDUM (SEPTEMBER 2018)

Since the initial drafting of this document (June 2017), the Council have allocated the site as an Open Space as shown in Figure 4.1 of the Development Management DPD.

Figure 4.1 of the Development Management DPD also demonstrates that the site is in an area not deemed to have an open space deficiency (represented by the red shaded areas on the map).

Figure 6: Insert of Figure 4.1 from Policy DM20 (September 2018)

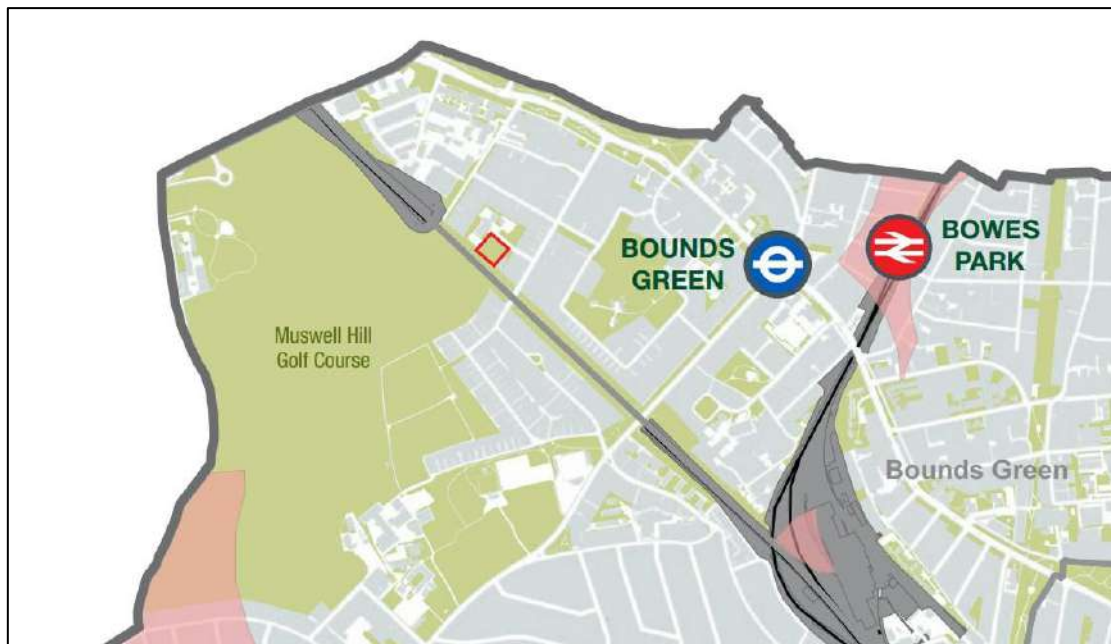
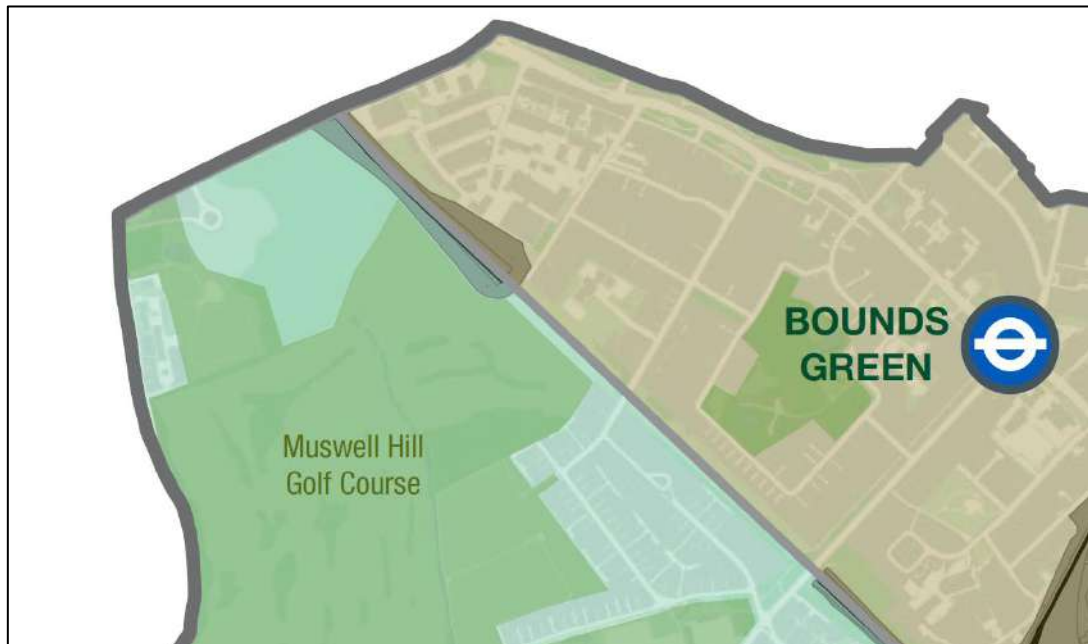


Figure 4.2 of Development Management DPD would have the site in a 'Ward without enough Open Space'. However, as can be seen from Figure 7 below, the site is not identified as a Green Space within Figure 4.2.

Figure 7: Insert of Figure 4.2 from Policy DM20 (September 2018)



Furthermore, the site is not identified on the Councils Online Planning Policy Maps as a Green Space or Open Space (see Figure 8).

Figure 8: Image of Online Planning Policy Map (September 2018)



The inconsistency in the categorising of the site as an open space is likely a reflection to its inaccessible state not meeting the Councils definition of a publicly accessible open space.

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Consequently, the summary of findings from the initial draft report are still considered to be relevant.

Other than Figure 4.1 of the Development Management DPD, the site is not classified by the Council's own measures as an open space. This is because the site is identified as a sports facility. Therefore, applying the derived open space standards to a site not classed as open space is flawed.

On this basis, as the site is not classed as an open space by the Council due to its ownership, restricted access and former sports use, it is therefore not considered to be applicable to the provision standards for open space being referred to.

Both the Haringey Open Space Study and the All London Green Grid define sites included in the studies as publicly accessible. The Glencairn site in its current inaccessible state as well as its previous use as a private bowling club is argued to not meet the definition of being publicly accessible. The issue of there being a deficiency in open space provision in that Ward area is therefore not seen as applicable to the site.

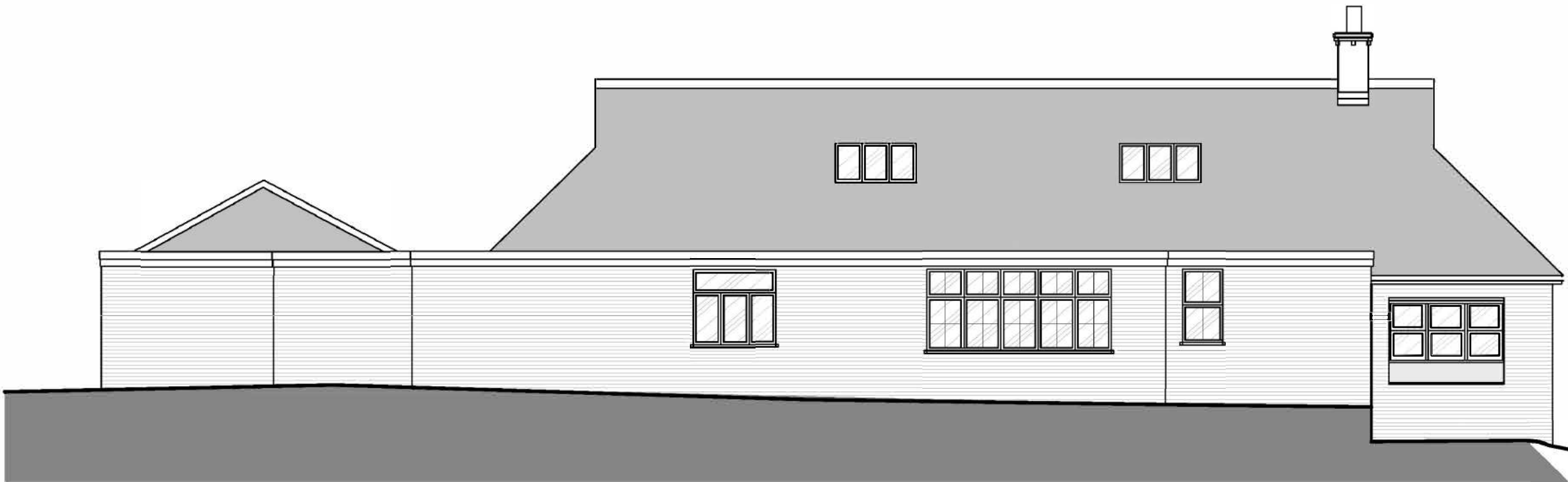
What is relevant is the sites former use as a sports facility. Paragraph S25: Proposals affecting existing sporting provision within Sport England's ANOG states that a key application for an assessment of need will be able to help shape and assess proposals which may affect existing sporting provision. It also cites paragraph 97 of the NPPF.

As identified, the site has remained unused for the last six years since the bowls club previously based onsite folded. This would further strengthen the case that no community interest in the site has been presented until recent development interest.

In terms of bowls, the needs assessment undertaken found the site is no longer needed and therefore surplus to requirements. Furthermore, consultation with local clubs and England Bowls highlights a sufficient level of green provision within the local area. Clubs identify the ability/need to increase membership levels (recognised by England Bowls as a key challenge).

In addition, two other sites/clubs within a two-mile radial have folded in the last six years. This is further evidence that demand for the sport and subsequently the Glencairn site does not warrant retaining for bowls use.

- NOTES
1. All dimensions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.
 2. All work is to comply with current Building Regulations and allied legislation.
 3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and details before the commencement of work on site.
 4. All materials are to be used and installed in strict compliance with the relevant manufacturers instructions and recommendations.
 5. All works on site, managed and implemented as a result of the designs indicated on this drawing, are to be given full consideration for compliance with the Health and Safety CDM Regulations in respect of design and implementation on site and no works are to be undertaken if it is considered that compliance with the Building Regulations cannot be achieved.
 6. All dimensions shown in millimeters.
 7. Footprint of buildings shown at 10m above ground level.



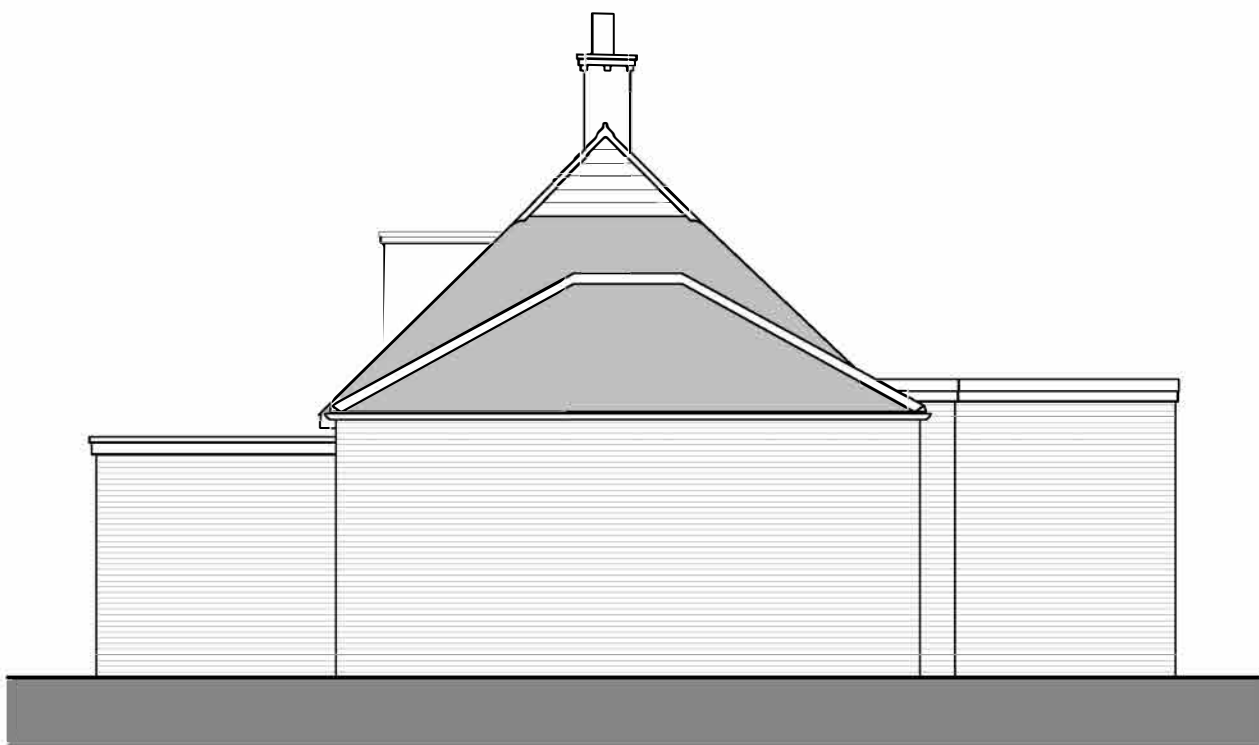
PROPOSED REAR ELEVATION - 1:100



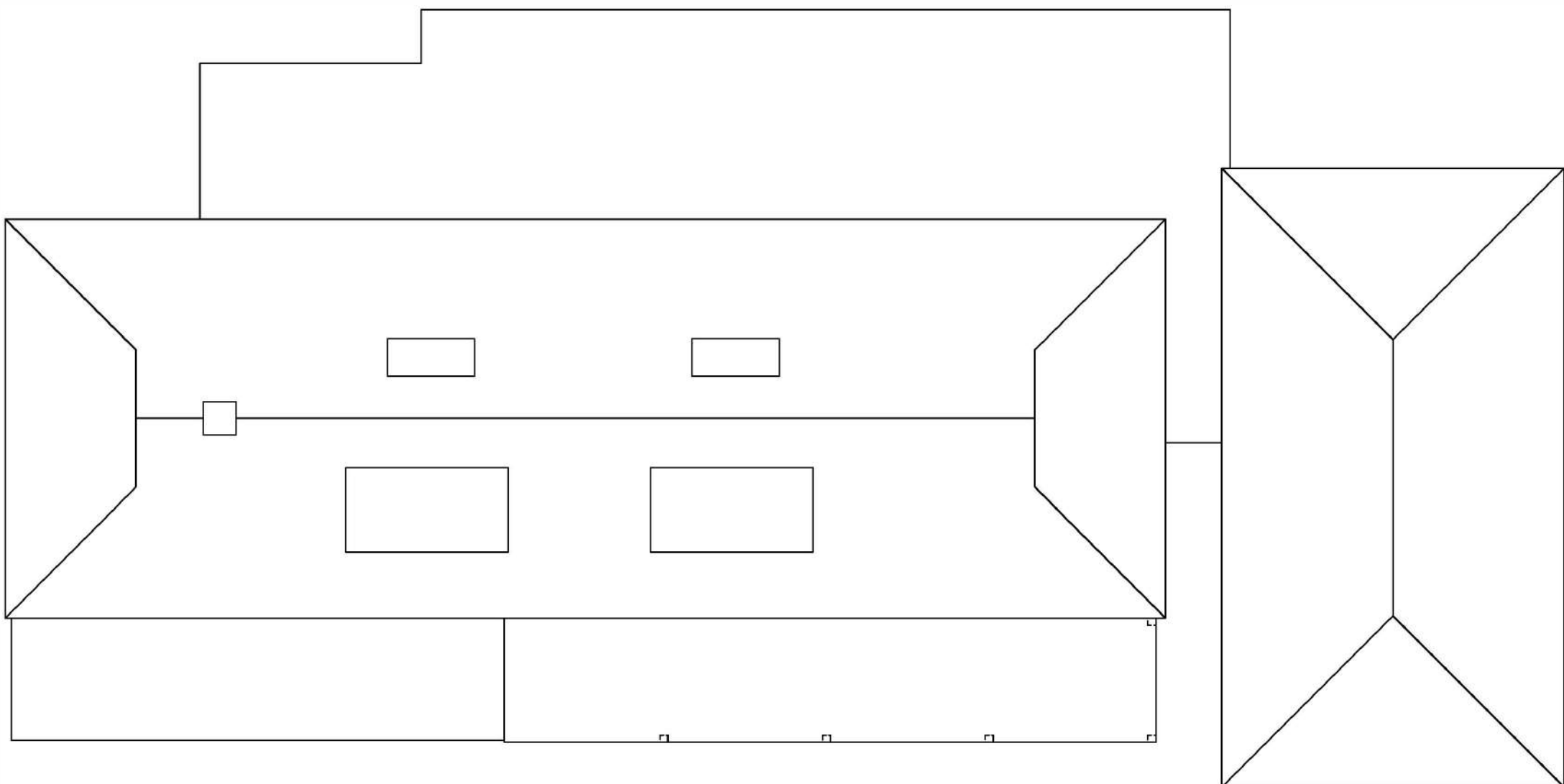
PROPOSED SIDE ELEVATION - 1:100



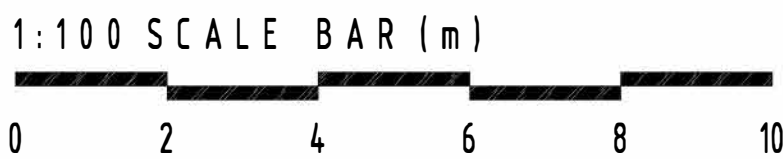
PROPOSED FRONT ELEVATION - 1:100



PROPOSED SIDE ELEVATION - 1:100



PROPOSED ROOF AREA PLAN - 1:100

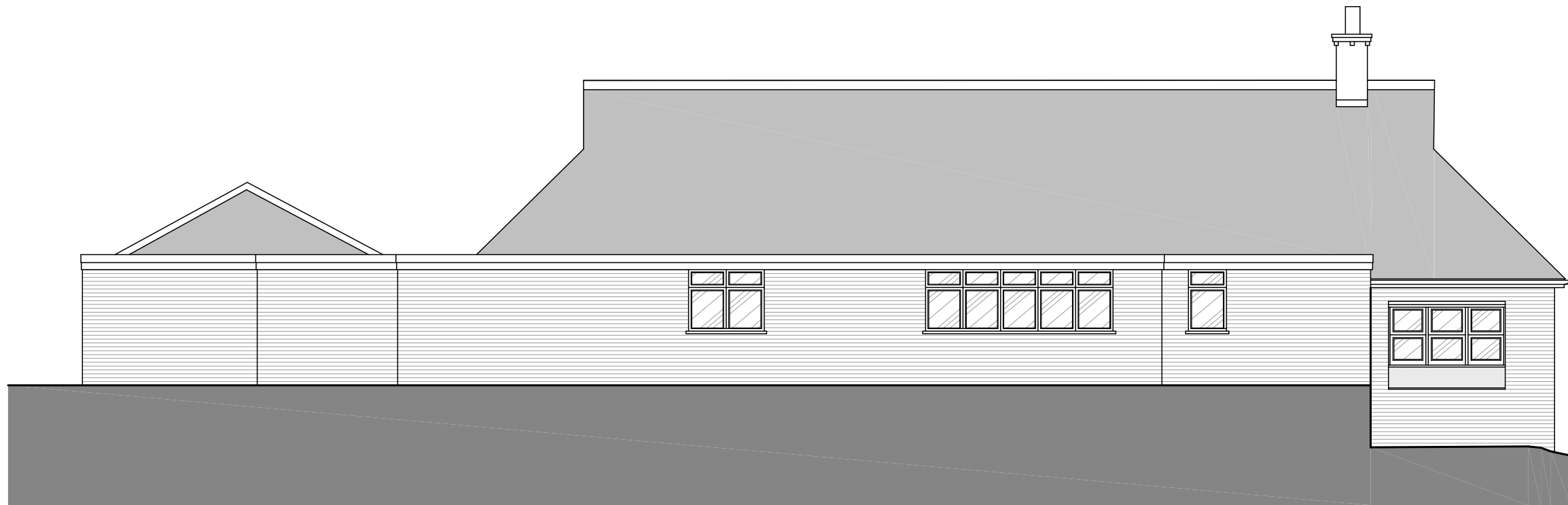


rev:	date:	description:	
scale:	1:100	A1	date: 11 / 12 / 2020
drawing no:	1361 / P3 / 3 ^C	drawn:	AT
drawing: PLANNING PROPOSALS PROPOSED ELEVATIONS			
project: GLENCAIRN BOWLS CLUB, BLAKE ROAD, SOUTHGATE, N11 2AF			
client: GARY EATON			

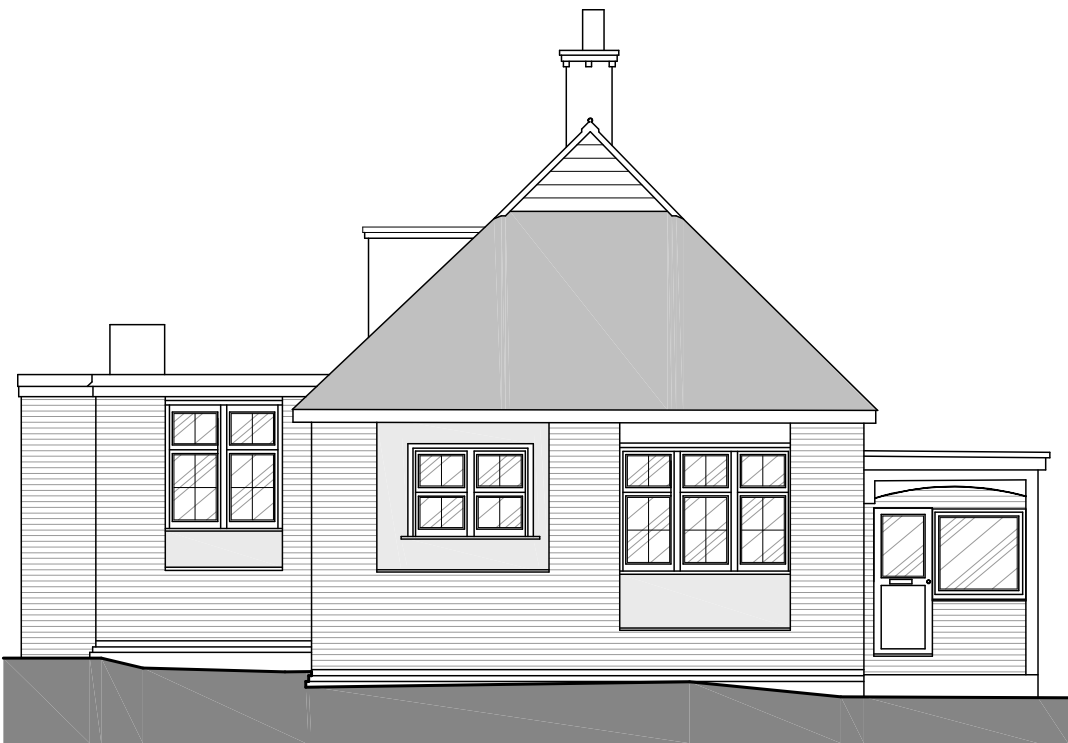


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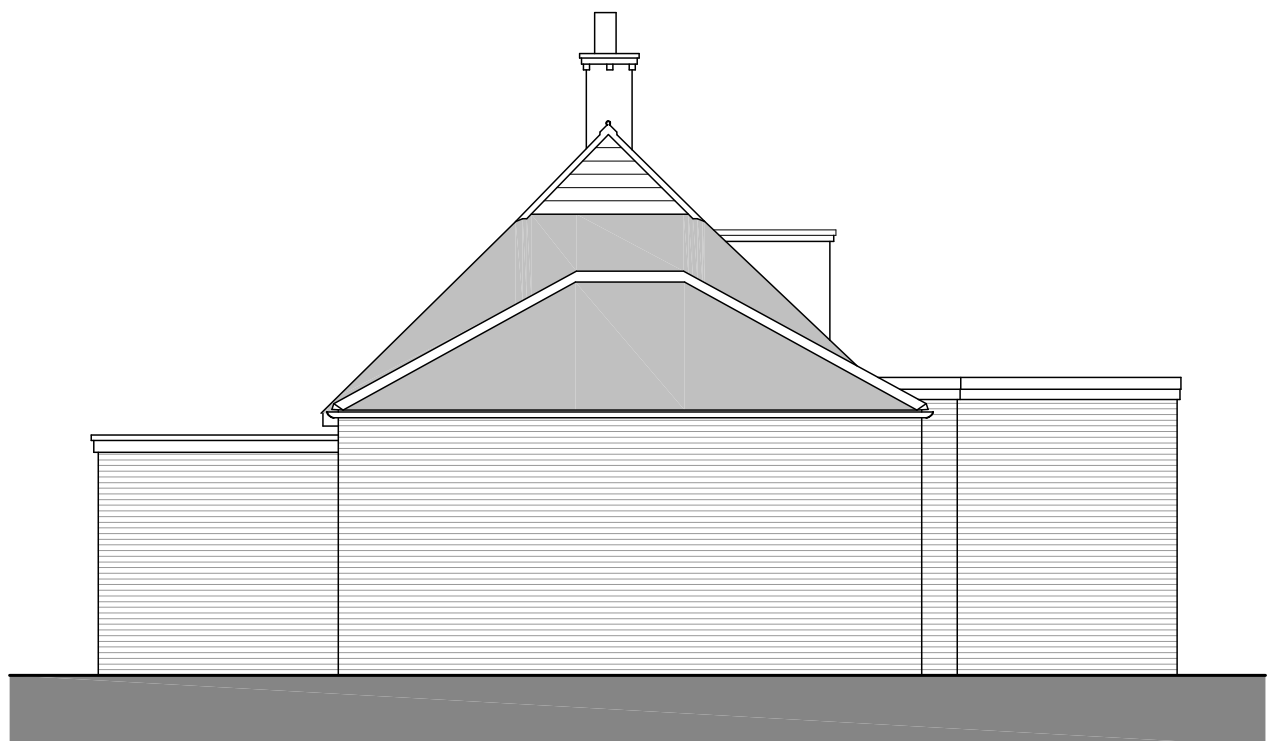
EXISTING REAR ELEVATION - 1:100



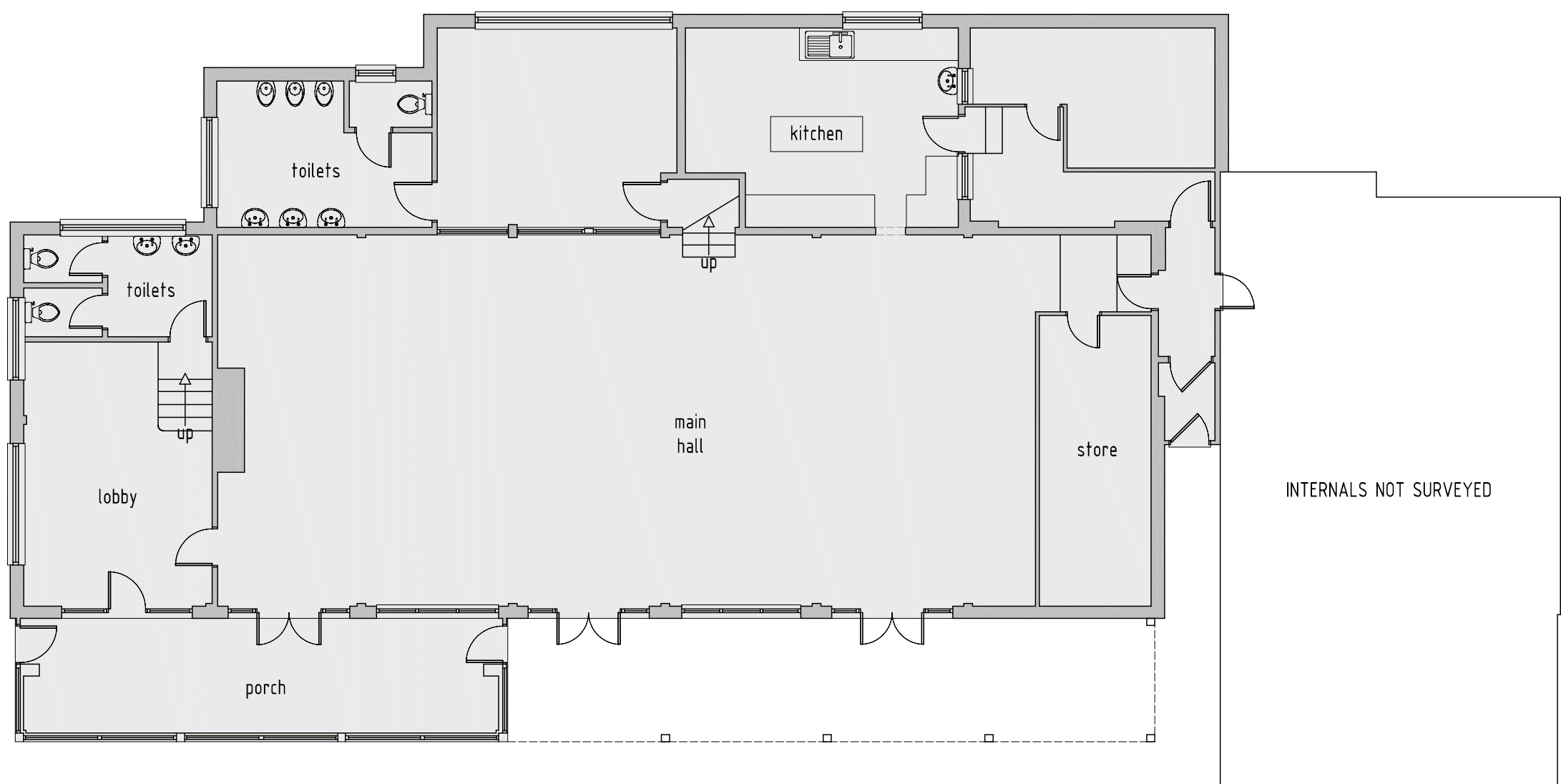
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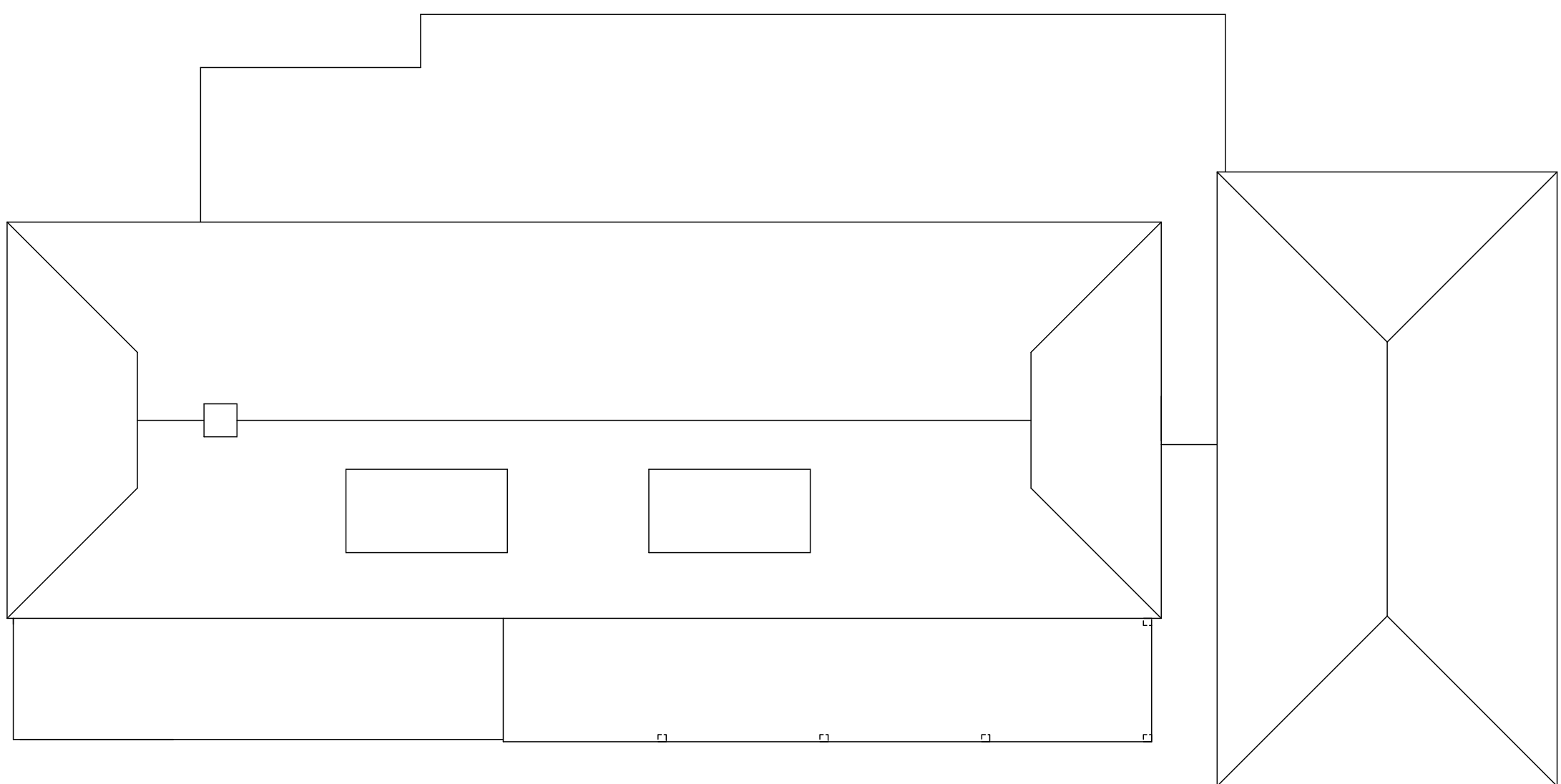
EXISTING FRONT ELEVATION - 1:100



EXISTING SIDE ELEVATION - 1:100



EXISTING GROUND FLOOR PLAN - 1:100



EXISTING ROOF AREA PLAN - 1:100



rev:	date:	description:	
scale:	1 : 100 A1	date:	11 / 12 / 2020
drawing no:	1361 / P3 / 2	drawn:	AT
drawing:	PLANNING PROPOSALS EXISTING CLUB HOUSE		
project:	GLENCAIRN BOWLS CLUB, BLAKE ROAD, SOUTHGATE, N11 2AF		
client:	GARY EATON		



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Planning Service

Rob Krzyszowski Interim Assistant Director Planning, Building Standards & Sustainability

Mr Brian Mullin
Marrons Planning
Two Colton Square
Leicester
LE1 1QH

On behalf of
Lousada PLC
C/O Agent

Planning Application Reference No. HGY/2021/0228

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 DETERMINATION UNDER CLASS T, PART 3 OF SCHEDULE 2

Location: **Glencairn Sports Club, Blake Road, N11**

Proposal: **Prior Notification under Schedule 2, Part 3 Class T of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the Change of Use of Former Clubhouse and Curtilage (Class F2(c)) to Registered Nursery (Class E(f))**

Haringey Council, as local planning authority, hereby confirm that their Prior Approval is given for the proposed development at the address shown above, as described by the description shown above, and in accordance with the information that the developer provided to the local planning authority and drawing numbers: HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B

SEE SCHEDULE OF CONDITIONS ATTACHED

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

Notes:

1. You can find advice in regard to your rights of appeal at: www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

Planning Service

Emma Williamson Assistant Director Planning Service

HGY/2021/0228

The following conditions have been applied to this consent and these conditions must be complied with:

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

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

2. The approved plans comprise drawing nos (HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. a. Using the information already submitted in Phase 1 Land Contamination Risk Assessment with reference 30670 P1 Kids Play Childcare dated 5th January 2021 prepared by Castledine Environmental Ltd, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides 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.

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Planning Service

Emma Williamson Assistant Director Planning Service

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

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policy D6 of the London Plan 2020 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. The development hereby permitted shall be carried out and occupied in accordance with the approved Noise Impact Assessment and Management - document dated 1st December 2020. Controls shall be thereafter retained in perpetuity, unless otherwise specified in writing from the Local Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2020 and Policy DM1 of The Development Management DPD 2017.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

Planning Service

Rob Krzyszowski Assistant Director Planning, Building Standards & Sustainability

Mrs K Brightman
Marrons Planning
Two Colton Square
Leicester
LE1 1QH

On behalf of
Lousada PLC
C/O Agent

Planning Application Reference No. **HGY/2021/2685**

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 DETERMINATION UNDER CLASS MA, PART 3 OF SCHEDULE 2

Location: **Glencairn Sports Club, Blake Road, N11**

Proposal: **Prior Approval for Change of Use of Former Bowling Clubhouse and Bowling Green (ClassD2 (e)) to Dwelling House under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)**

Haringey Council, as local planning authority, hereby confirm that their Prior Approval is refused for the proposed development at the address shown above, as described by the description shown above, and in accordance with the information that the developer provided to the local planning authority and drawing numbers: HAS/21-040/HIA REV A, Phase 1 Land Contamination Risk Assessment Dated July 2021, 1235/P2/2, 27729kem, Location Plan, 1452055.1 & 1235/P2/3

SEE SCHEDULE OF REASONS ATTACHED

29/10/2021



Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

1. You can find advice in regard to your rights of appeal at: www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
 2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
- If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
- For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

Planning Service

Rob Krzyszowski Assistant Director Planning, Building Standards & Sustainability

SCHEDULE OF REASONS FOR REFUSAL FOR DECISION REFERENCE No. HGY/2021/2685

The application shown above has been refused for the following reason:

1. The proposed change of use is considered unacceptable in relation to the provision of adequate natural light in connection with a conversion to residential use, contrary to living conditions requirements of policy D6 of the London Plan 2021, policies SP2 and SP11 of the Haringey Local Plan 2017 and Policy DM12 of the DPD.

29/10/2021

A handwritten signature in black ink that reads 'Robbie McNaugher'.

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Mrs Karen Brightman
Two Colton Square
Leicester
2 Colton Square
Leicester
LE1 1QH

20 April 2023

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference	HGY/2023/0364
Location	Glencairn Bowls Club, Blake Road, London N11 2AF
Proposal	Repair of building following fire damage
Received	6 February 2023

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby PERMIT the above development received on the above date.

Title	Description	Date
1361/P3/3C – Proposed Roof Plan and Elevations		6 February 2023



Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Conditions: (3)

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
 - a) parking and management of vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of plant and machinery;
 - c) details of measures to protect pedestrians and other highways users from construction activities on the highway;
 - d) timings of deliveries and other traffic related to the construction in order to minimise conflict with the main arrival and departure time of pupils from the neighbouring school.

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.

Informatives:

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Class F.2 uses.

The lawful use of the site is as an area for outdoor sport or recreation within Class F.2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and that the building is to be used solely for purposes within or ancillary to Class F.2. Any use

outside Class F.2 will require planning permission.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Japanese knotweed

It is understood that the site has Japanese knotweed which is legally classed as a controlled plant under the Wildlife and Countryside Act 1981 S.114 (2). It is against the law to allow Japanese knotweed to spread from your property on to neighbouring land. Soil or plant material contaminated with non-native and invasive plants like Japanese knotweed can cause ecological damage and may be classified as controlled waste. You are strongly advised to undertake measures to remove the knotweed from your land to prevent it from spreading.

- 1 You can find advice in regard to your rights of appeal at:
<https://www.gov.uk/appeal-planning-decision>.
- 2 This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
- 3 For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Mr Will Seymour
Marrons Planning
2 Colton Square
Leicester
LE1 1QH

27 June 2023

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference	HGY/2023/1318
Location	Glencairn Bowls Club, Blake Road, London N11 2AF
Proposal	Approval of details reserved by condition 3 - Construction Plan - pursuant to planning permission ref: HGY/2023/0364 granted on 20/4/2023 for repair of building following fire damage.
Received	18 May 2023

In pursuance of their powers under the above Act and Order, Haringey Council as Local Planning Authority hereby GRANT their approval of this application received on the above date.

Title	Description	Date
Location Plan.pdf	The location plan	18 May 2023
Construction Management Plan..pdf	Other relevant information	18 May 2023



Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Mrs Karen Brightman
Marrons Planning
Two Colton Square
Leicester
LE1 1QH

27 October 2023

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference	HGY/2023/2094
Location	Glencairn Sports Club, Blake Road, Wood Green, London, N11 2AH
Proposal	Application to determine if prior approval is required for a proposed the change of use of the site from Commercial, Business and Service Use (Class E) to a Dwellinghouse (Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.
Received	1 August 2023

Haringey Council, as local planning authority, hereby confirm that prior approval is REQUIRED and APPROVED for the proposed development at the address shown above, as described by the description shown above, and in accordance with the information that the developer provided to the local planning authority.

Title	Description	Date
1361/P3/2B – Existing Plans & Elevations		1 August 2023
1361/P3/3C – Proposed Plans & Elevations		1 August 2023

Robbie McNaugher

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

Conditions: (4)

- 1 The development must be completed within a period of 3 years starting with the prior approval date.

Reason: To comply with the full limitations, requirements and conditions of Schedule 2, Part 3, Class MA of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the approved drawings except where these may be modified by any other conditions attached to this approval.

Reason: To ensure that the development is carried out in accordance with the approved plans.

- 3 Before development commences other than for investigative work:
 - a) Using the information already submitted on the Phase 1 Land Contamination Risk Assessment with reference 3067D P1V2 Lousada PLC prepared by Castledine Environmental Ltd dated 23rd July 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. □
 - b) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
 - d) A report that provides 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.

- 4 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Informatives:

INFORMATIVE: The consent hereby approved is given in relation to the use of this property as a single-family dwelling. The subdivision of this property into self-contained flats or use as a House in Multiple Occupation (Use Class C4) would require planning permission as permitted development rights have been withdrawn through an Article 4 Direction (30th November 2013). Please refer to the link below for further information:

http://www.haringey.gov.uk/index/housing_and_planning/planning-mainpage/policy_and_projects/article_4_direction.htm

INFORMATIVE: Asbestos survey

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

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

- 1 You can find advice in regard to your rights of appeal at:
www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
- 2 This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
If you intend to submit an appeal that you would like examined by inquiry then you

must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

- 3 For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Mrs Karen Brightman
1 Colton Square
Leicester
United Kingdom
LE1 1QH

10 July 2024

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference	HGY/2024/1600
Location	Glencairn Sports Club, Blake Road, Wood Green, London, N11 2AH
Proposal	Partial approval of details reserved by condition 3a & 3b (contamination) ref: HGY/2023/2094.
Received	5 June 2024

In pursuance of their powers under the above Act and Order, Haringey Council as Local Planning Authority hereby GRANT their approval of this application received on the above date.

Title	Description	Date
J23313 - Glencairn Bowls Club Rev0 Lousada PLC	Other relevant information	5 June 2024

Robbie McNaugher

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

