



# Officer Report

**Application Number:** HGY/2023/0089  
**Application Type:** Approval of details reserved by a condition  
**Address:** Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ  
**Proposal:** Approval of details pursuant to condition 17 (Parking Management Plan) attached to planning permission HGY/2017/2220  
**Case Officer:** Samuel Uff  
**Valid Date:** 12/01/2023  
**Applicant:** mr John Bassi  
**Agent:** MR John Bassi

## **RECOMMENDATION**

### **Approve**

#### APPROVED DEVELOPMENT

Refurbishment and change of use of the Hornsey Town Hall from B1 Use and Sui-Generis Use to a mixed-use scheme comprising a hotel (Use Class C1), food and beverage uses (Use Classes A3 and A4), community uses (Use Class D1, D2 and Sui-Generis Use) and co-working use (Use Class B1). Use of the Town Hall roof terrace as a bar (Use Class A4). Removal of east wing extension and erection of east wing roof extensions to the Town Hall. Change of use of the ground floor of Broadway Annex Building East to food and beverage use/drinking establishment use (Use Class A3/A4). Provision of 146 residential units (including 11 affordable) comprising: the erection of a 7-storey building; the erection of a part 4, part 5, part 6, part 7 storey building and associated car parking at basement level; change of use of the first and second floors of the Broadway Annexe to residential use and the erection of an extension to the rear of the Broadway Annexe; the erection of a residential mews block to the rear of the Broadway Annexe. Alterations and landscaping improvements to the town hall square and open spaces. Provision of cycle parking. Demolition of the Weston Clinic building; courtyard infill extension to the Town Hall; Hornsey Library garage; Library annex and energy centre. Demolition and replacement of metal stairwell to the rear of the Assembly Hall and demolition and replacement of stage hoist structure adjoining the Assembly Hall.

#### CONSULTATION RESPONSE

LBH Transport: The priority is to ensure 10% disabled residents parking. The details appear to align with the discussions that have been held.

#### ANALYSIS/ASSESSMENT

Condition 17 reads:

*Prior to any commercial, community or residential occupation of the development, a Parking Management Plan (PMP) shall be submitted in writing to and for approval by the Local Planning Authority. The PMP shall include details on the allocation and management of the on-site car parking spaces, including the wheel chair accessible car parking spaces to the front of the building, and the 5 commercial car parking spaces. The PMP shall allocate residential car parking spaces in the following order (regardless of residential unit tenure): 1) Parking for the disable residential units [10% of the total number of units proposed (15 - wheelchair accessible car parking spaces)] 2) Family sized units 3+ bed units 3) 2 bed 4 four person units 4) other two bed units 5) one bed units and studios The PMP shall be implemented as approved and maintained thereafter and no change shall take place without the prior consent of the Local Planning Authority.*

*REASON: To protect amenity and promote sustainable travel.*

Pursuant to condition 17 the applicant has provided a final version of the Parking Management Plan, which details that there will be 14 disabled bays on 3 year leases, which will be provided to the residents of the new development only. This equates to just below 10% of the total number of residential units. These will be allocated primarily to disabled residents and then escalated down in accordance with the condition schedule.

In addition to the 14 spaces available on short term leases, five accessible bays have previously been sold (2 to accessible homes and 3 to standard market housing) on 125 year leases without prior knowledge of the Council. There have since been discussions between the parties to conclude the matter and ensure that all remaining bays are on short leases and broadly meet the 10% minimum requirement for residential. This cumulative figure is considered to be acceptable.

To meet this threshold the 5 commercial bays adjacent to the rear of the library (bays 41-45) have been purchased under a License by the applicant and will be used as residential. These 5 bays are referred to in the condition, but their use was not specified in the Transport Assessment approved as part of the development, which only referenced the three visitor bays. Nor was there any reference to these in the Committee Report. The approved three commercial visitor bays (46, 47, 48) will remain as such and will be available on a booking-in system. This has been reviewed and is considered to be acceptable.

The Servicing and Management Plan approved under HGY/2022/0290 also made no reference to these 5 spaces for any servicing functions for the library or wider site.

On this basis it is considered that the parking management plan is sufficient in meeting the requirements of condition 17.