

Application Details

Case Ref:	HGY/2023/2113
Case Type	Full planning permission Standard Application
Proposal	Temporary planning permission for a change of use on the ground floor from retail (use class E) to banqueting hall (use class sui generis) and partial change of use on the first floor from restaurant (use class E) to shisha lounge (use class sui generis). External changes including replacing the windows and doors and internal reconfiguration.
Address	26 High Road, London N22 6BY
Ward	Noel Park
Valid Date	03/08/2023
Latest Decision Date	28/09/2023 00:00:00
Recommendation Date	
Report Author	Kwaku Bossman-Gyamera
Last Modified	15/02/2024 – 16:05 By Kwaku Bossman-Gyamera

List of drawings

Officer's Draft Report

1. Proposed development

This application concerns a building to the rear of 16 – 26 High Road. It is proposed temporary planning permission to change the use of this building from a bathroom showroom (use class: E) to a banqueting suite at ground floor (use class: sui-generis) and a restaurant, bar, and shisha bar at first floor (use class: E & sui-generis). Minor external alterations are also proposed to the building.

2. Site and Surroundings

The application site is occupied by a part two, part three and part four storey building, which was most recently in use as a bathroom showroom (use class: E). This building sits to the rear of 16 – 26 High Road, with the south-eastern elevation fronting onto Whymark Avenue and the north[1]eastern elevation facing Bury Road. The site is situated within the Wood Green Metropolitan Town Centre and the setting to the west, on the High Road, is typical of such a location being made up of a mixture of retail,

commercial and residential uses. Neighbouring directly to the west of the site there are premises in use as shops, with a bar/restaurant also present at upper floors. Opposite the site on Whymark Avenue are buildings that are in mixed commercial and residential use. The land to the north-east of the site is outside the town centre boundary and instead is residential in character, being comprised of mainly terraced properties.

The building is located within the Wood Green Opportunity Area and within the Wood Green Growth Area, as identified in the London Plan and the Local Plan. Such designations mean that the wider area has been identified as one that has the capacity for growth, with opportunities to accommodate new employment, housing and infrastructure. The site is within Site Allocation SA14, as allocated in the Site Allocations DPD. The draft Wood Green Area Action Plan (AAP) also allocates the site at Site Allocation WG SA13. These site allocations encompass the site, together with a number of other buildings on the High Road, which are to the north-west and south-west (16 – 54 High Road). Both the site allocations designate this land for comprehensive mixed-use redevelopment of the current High Road frontages, with new town centre premises sought at ground/first floor and residential above. The potential to deliver a new Crossrail 2 station entrance is referred to in Site Allocation SA14. The land is within a Crossrail 2 Safeguarded Zone and is also identified as an Area of Surface Interest

Relevant Planning and Enforcement history

The most recent planning history in relation to the site is as follows.

- HGY/2022/3534: C Change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: sui generis) and restaurant/bar/shisha bar at first floor (use class: E and sui generis). Installation of new doors and windows on south-east elevation. Refused permission – application engaged the Local Planning Authority in a pre-application meeting, the subject of this current planning application.
- HGY/2018/3145: Demolition of the existing buildings and redevelopment to provide part 3-8 storey buildings providing mixed use development, comprising residential accommodation, flexible retail units, flexible workspaces, a hotel, and a public courtyard, with associated site access, car and cycle parking, and landscaping works. Approved with conditions and legal agreement.

3. Consultation response

The responses below were received following consultation on the application:

- 1) LBH Transportation Team: no objection subject to conditions and s106 agreement in relation Travel Plans, event management plan, construction management plan and provision of cycle parking.
- 2) LBH Waste Management: There is limited impact on the waste/recycling arrangements. The proposed storage area is the current site, and the commercial waste and recycling collections are tailored to meet the business needs and not necessarily undertaken by the local authority. It is not clear if the local authority collection services

or a private contractor will be used to transport the waste, so it would be useful to see the details concerning this point as the proposal develops.

- 3) LBH Pollution Team: No objection subject to asbestos informative to be imposed.
- 4) Metropolitan Police Designing-out Crime Officer: no objection to this application but has concerns that the surrounding area and environs has been susceptible to the street based criminal damage and high levels of anti-social behaviour. Suggested some conditions to be imposed as part of approval.
- 5) Transport for London (TfL): Have no objection or concerns to the application.
- 6) Transport for London (Crossrail Safeguarding): No comment in respect of the proposal.

4. LOCAL REPRESENTATIONS

The application has been publicised by way of 318 letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 2
Objecting: 2
Supporting: 0

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

- The amount of parking spaces would be decreased.
- There would be increased noise pollution and disturbance.

The following issues raised are not material planning considerations:

- The proposal would be in direct competition with another restaurant/bar – this comment is noted; however, this is a private interest, which is not a material planning consideration.

Comments on representation:

- Objector's comments are noted. The Council's Highway officers are satisfied with the parking arrangements and have asked for conditions to be attached in addressing concerns with parking. The application is accompanied by a noise report which outlines a number of measures in place in reducing noise to acceptable levels.

5 MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Principle of development.
2. Design and appearance.

3. Impact on neighbouring amenity.
4. Crime Prevention
5. Transport considerations.
6. Waste & Recycling; and
7. Other considerations.

Principle of development

Town Centre

London Plan Policy SD6 notes that the vitality and viability of London's town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses, including main town centre uses, night-time economy, civic, community, social and residential uses. When considering proposals, Boroughs should take a town centre first approach and apply the sequential test to applications for main town centre uses, in accordance with London Plan Policy SD7. London Plan Policy HC6 outlines that decisions should support the night-time economy, where appropriate, particularly in town centres where public transport such as the night tube and night buses are available.

Local Plan Policy SP10 notes that the Council will promote and encourage development of retail, office, community, leisure, entertainment, recreation, arts and cultural activities within town centres, according to the Borough's town centre hierarchy. This policy also outlines that proposals which foster a diverse evening and night-time economy in Wood Green will be supported, providing measures are in place to address issues such as community safety, policing, litter and noise/disturbance. DM DPD Policy DM41 sets out that proposals for new retail, leisure and cultural uses in town centres will be supported where they: (a) are consistent with the size, role and function of the centre; (b) sustain/enhance the vitality and viability of the town centre network; and (c) contribute to the delivery of Haringey's spatial strategy. DM DPD Policy DM45 explains that the conversion of ground floor town centre premises to non-town centre uses will not be permitted.

This proposed scheme seeks to provide a banqueting suite at ground floor level (use class: sui[1]generis), whereas the first floor would be used as a bar, restaurant and shisha bar (use class: E & sui generis). The proposed first floor use would clearly equate to a 'main town centre use,' as identified in the glossary of the NPPF. However, the definition of 'main town centre use' does not specifically refer to banqueting suites. The applicant has explained that the banqueting suite would be utilised to host private events. Such a use would be characteristic of a 'main town centre use,' as it would generate footfall and would be a leisure/entertainment venue, comparable in nature to a restaurant/bar/conference facility. Therefore, it is considered, on balance, that the banqueting suite can be viewed as a 'main town centre use' for the purposes of this application. The town centre first approach and the sequential test referred to in Section 7 of the NPPF, London Plan Policy SD7 and DM DPD Policy DM41 require 'main town centre uses' to be located in town centres. In this case, the proposed 'main town centre uses' would be situated within the Wood Green Metropolitan Town Centre. As such, from this overarching spatial perspective, there is no in principle objection to the proposed uses.

The application form indicates that the uses would operate between 12:00 and 23:00 Monday – Sunday, and therefore would be part of the night-time economy. London Plan Policy HC6 notes that the night-time economy should be supported in town centres with access to the night tube and night buses. The site has a PTAL rating of 6b, and therefore has excellent access to public transport. Turnpike Lane Underground Station and Bus Station are located a short distance to the south of the site. Night tubes and buses operate from these stations, and therefore visitors to the proposed night-time venue would have access to this form of public transport. Therefore, from this viewpoint, there is no in principle objection to the night-time uses.

A diverse night-time economy is to be supported in the Wood Green Metropolitan Town Centre, subject to other policy considerations, in line with Local Plan Policy SP10. Furthermore, various policies require consideration of how proposed uses fit with the size, scale and role of the town centre within which they sit. It is accepted that there are several other bars and restaurants in the town centre, some of which offer shisha. In particular, such a venue neighbours the site to the south-west. Whilst this is noted, it is not considered that the proposed development would result in such a significant presence of these uses in the town centre to harmfully impact the diversity of Wood Green's night-time economy.

In regard to the size of the proposal, it is acknowledged that the venue would have a significant floor area, which would appear to be larger than other similar uses in the locality. Whilst this is noted, the London Plan designates Wood Green as a Metropolitan Town Centre, and it is the largest centre in the Borough. The London Plan also identifies Wood Green as a NT2 town centre meaning it is of regional or sub-regional significance, in terms of its night-time economy. Given these classifications and the overall size of the centre, it is not considered that this venue would be out of scale with this metropolitan town centre.

Various policies require proposals in town centres to sustain the vitality and viability of such centres. The proposals would result in a viable use being retained for this building, and as such, from this perspective, the scheme would not harm the viability of the town centre. It is noted that the building does not sit on a primary or secondary shopping frontage, as it sits to the rear of the High Road and instead fronts onto Whymark Avenue. However, the premises is still within the town centre boundary and is close to the High Road. Therefore, it is considered the proposed use would not draw footfall away from the High Road or main shopping frontages. Instead, it is likely that the proposed use would create further footfall on the High Road and within the wider town centre, consequently supporting the vitality of the area.

Overall, in regard to the town centre, the proposed scheme would deliver 'main town centre uses' in this metropolitan town centre. Therefore, the proposals would align with the town centre first approach and would pass the sequential test. The proposed use would contribute to the night-time economy and there is no objection to this, given the accessibility of the town centre to public transport and the designation of this centre as a NT2 night-time location. It is also not considered that the proposal would result in an over accumulation of such night-time uses. The venue would be of substantial size; however, it would not be out of scale with this metropolitan town

centre or the NT2 night-time classification. The retention of a use for this building and the creation of footfall in the town centre means that, in these terms, the viability and vitality of the centre would be protected. From this perspective, the principle of this scheme would not be contrary to the policies relevant to development in town centres.

Site Allocation

Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, in line with DM DPD Policy DM55. This should demonstrate that the proposal will not prejudice the future development of other parts of the site or frustrate the delivery of the site allocation. This policy also expects the applicant to have engaged with and sought the views of the landowner and occupiers of other parts of the allocated site. Where a masterplan is to be prepared, but has not come forward, as part of a planning application, proposals must demonstrate that they will not compromise delivery outcomes sought by the site allocation.

The site forms part of Site Allocation SA14 in the Site Allocations DPD and is also allocated in the draft Wood Green AAP at Site Allocation WG SA14. These allocations designate land between 16 – 54 High Road for comprehensive mixed-use redevelopment, delivering town centre uses at ground floor and residential above. These site allocations cover land from the junction of High Road with Whymark Avenue, including the site, and then encompass numerous buildings to the north-west. Planning permission for a mixed-use development was previously granted on part of the site allocation, including the land subject of this application, under reference: HGY/2018/3145. It appears that this permission to develop the site but could not make it viable and as such this permission has now lapsed.

As noted above, sufficient information has been provided to prove that the proposal will not prejudice the future development of other parts of the site allocation or frustrate the delivery of the full site allocation. Proposal is an under-use of the site so contrary to the aims and objectives to the site allocation designation. The council need these sites to adequately achieve our housing targets. Therefore, the proposed use of the site for temporary measures might only be acceptable in the short-term. So not to compromise the site allocation objective. Proposal does not justify a permanent permission. In this instance, a temporary permission is justified and that 3 - 5 years is a realistic time frame, noting that should any future development comes forward. As such, there is currently sufficient information to demonstrate that the proposed temporary permission would enable the delivery outcomes of Site Allocations SA14 & WG SA13 to be achieved and realised. Instead, officers are satisfied that the proposed temporary permission would not compromise the delivery of the full site allocation. Therefore, the proposal would be in line with the aims and objectives of DM DPD Policy DM55.

While there is no objection in principle to the proposal. However, the proposal would only be acceptable in short term, without undermining the objectives of Site Allocations Development Plan Document (DPD).

Design and appearance

London Plan Policy D3 outlines that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring development is of the most appropriate form and land use of the site. Proposals should enhance local context by delivering buildings that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Local Plan Policy SP11 and DM DPD Policy DM1 require development to be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity.

Elevational alterations are proposed across the south-eastern and north-eastern elevations, with new doors and windows intended to be installed. These works would be minor in nature and would not have a notable visual impact on the appearance of the building. Therefore, it is not considered that the external works would detract from the character and appearance of the host building, the street scene or the wider town centre.

Impact on neighbouring amenity

London Plan Policy D6 outlines that the design must not be detrimental to the amenity of surrounding housing, in specific it is stated that proposals should provide sufficient daylight and sunlight that is appropriate for the context, while also minimising overshadowing. Furthermore, DM DPD Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and open aspects to adjacent buildings and land. Schemes should also avoid overlooking and loss of privacy that would be detrimental to the amenity of neighbouring residents.

London Plan Policy D14 outlines that noise should be managed by avoiding significant adverse noise impacts on health and quality of life. New noise and other nuisance generating development proposed close to residential should put in place measures to mitigate and manage any noise impacts, in line with London Plan Policy D13. DM DPD Policy DM1 notes that proposals should address issues of noise, fumes and odours likely to arise from the use and activities of the development.

The scheme does not involve the extension or enlargement of the existing building. Therefore, issues such as: overbearing impacts, loss of light, overshadowing or harm to outlook would not arise for nearby properties. The first-floor windows on the south-eastern elevation of the existing building currently appear to be frosted. If deemed necessary, a condition attached to any approval could require the fitting of obscure glazing in the replacement first floor windows, so to restrict views towards York House and Whymark House. No other concerns regarding overlooking would result.

The proposed bar, restaurant and shisha bar at first floor level has the potential to be

a noise-generating use. It is noted that there are no residential properties directly adjoining the site, however there are flats opposite the site and other dwellings present to the north-east. Noting the proximity of residential properties, a Noise Impact Assessment (NIA) has been provided.

The NIA identifies properties opposite the site at York House, as the closest residential receivers. However, there are also properties on Whymark Avenue to the north-east that would be close to the development. Notwithstanding this, the NIA concludes that adverse noise impacts on nearby residential properties can be avoided, subject to several mitigation measures identified in Section 8.3 of the NIA.

Whilst this is noted, one of the mitigation measures outlined is that 'all openable windows should remain closed at all times.' All first-floor glazing will be replaced, including bottom-hung windows at the shisha area providing ventilation. A minimum sound reduction index for all new ground floor glazing and first floor bar glazing has been proposed. As windows to the shisha area are to be open when the area is in use, this performance requirement does not apply to these windows.

Where door sets are proposed as part of glazed elements, such as fire-escape doors at the ground floor banqueting hall, they should provide sound reduction performance at least equal to that required of the glazing in order to maintain the acoustic integrity of the external building fabric.

In order to limit noise emissions from the proposed first floor bar / restaurant through doors to the proposed shisha balcony, as well as noise emitting from the proposed ground floor banqueting hall, a lobby door system is proposed with sealed door sets with a performance of R_w 35 dB each be placed at any point where patrons move from inside spaces to outside. It is proposed that these lobby door systems are used from 22:00 onward to offer further protection to the amenity of nearby noise sensitive receivers.

To reduce noise emissions, it is recommended a noise limiter is fitted and set such that the music from the first-floor bar and ground floor banqueting hall is not audible at the identified receivers. This is expected to be achievable with the noise limits.

96 dB(A). These limits should be met at 1 m from inside the restaurant windows.

Additional forms of noise limiting include managing patron noise with the following noise management plan:

- Behaviour of patrons should be monitored by regular patrols to ensure there is no unnecessary or excessive noise.
- The behaviour of patrons can be a significant factor in the levels of generated noise, particularly where the sale of alcohol is concerned. Regular patrols should be undertaken to identify and prevent any potential for unnecessary noise due to the behaviour of patrons.
- During nighttime operations, the proposed lobby door system should be monitored to ensure only one door set is open at a time.
- Entrance doors should remain closed when not in use, and monitored to ensure

this o Open doors will also provide a path of low noise attenuation, ensuring they are closed when not in use will limit restaurant noise travelling to nearby noise sensitive receivers.

- Ground floor fire exit doors, and first floor bar windows should remain closed at all times.

The hour of use are as follows:

- 12:00 to 23:00 Monday to Sunday and Public Holidays.

Subject to these conditions, the proposed opening hours to the temporary permission is considered to be acceptable with regards to neighbours amenity.

Noise Impact Assessment Report considers that adequate noise mitigation measures have been proposed to ensure that noise transmission from within the premises to surrounding properties would not unduly affect neighbouring occupiers. If the application were to be approved, a condition could be attached requiring that all the measures indicated in the application documents to be fully carried out.

Crime Prevention

London Plan Policy D3 requires proposals to achieve safe, secure and inclusive environments. Safety and security should be improved through developments in town centres, in line with London Plan Policy SD6. Proposals should improve access, inclusion and safety and make the public realm welcoming for all night-time economy users and workers, in accordance with London Plan Policy HC6. Local Plan Policy SP11 requires development to incorporate solutions to reduce crime and the fear of crime by applying the principles set out in 'Secured by Design' and Safer Places. Similarly, DM DPD Policy DM2 notes that regard should be had to the principles set out in 'Secured by Design'.

The Metropolitan Designing-Out Crime Officer (DOCO) has commented on the application, and they note that this area has been susceptible to anti-social behaviour and other crime. The proposed submission has addressed crime prevention and has explained how crime mitigation measures would be incorporated into the development. Furthermore, the proposal has also demonstrated that the 'Secured by Design' principles have been considered and applied to the development. The Metropolitan Police Service has raised no objection to the application, but suggested conditions to demonstrate that the proposal would contribute to a safe environment.

Transport considerations

London Plan Policy T1 notes that developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes. The cumulative impacts of development on public transport and the road network capacity, including walking and cycling, should be taken into account and mitigated, in line with London Plan Policy T4. Local Plan Policy SP7 outlines that the Council will tackle climate change, improve local place shaping, enhance public realm, improve environmental quality and enhance transport quality by

minimising congestion, promoting public transport, promoting walking/cycling, promoting road safety and seeking to locate major trip generating development in locations with good access to public transport.

Developments should facilitate safe, clean and efficient deliveries and servicing in town centres, in accordance with London Plan Policies SD7 & T7. Cycle parking should be provided at least in accordance with the minimum standards set out in Table

10.2 of the London Plan. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, in accordance with London Plan Policy T5. The maximum parking standards of the London Plan should be applied to development proposals. DM DPD Policy DM32 notes that the Council will support proposals for new development with limited or no on-site parking where: (a) there are alternative and accessible means of transport available; (b) PTAL is at least 4 and (c) a controlled parking zone (CPZ) exists.

Both the Transportation Officer and TfL have reviewed the Transport Assessment supplied with proposal. It is accepted that the site has a PTAL rating of 6b, indicating excellent access to public transport. Therefore, a large proportion of the trips to the site would be likely to be made by public transport.

The plans suggest that the development would be car-free, with no on-site parking provided. A car-free development is considered acceptable in principle in this location, given the high PTAL and the existence of a CPZ in the locality, in line with DM DPD Policy DM32. TfL welcomes the site being car free with exception of disabled parking only, however TfL are concerned that 15 spaces are excessive for a car-free zone and how this amount of disabled parking spaces will be monitored and request further information on actions to ensure this. TfL suggest this area be utilised more efficiently, our standards for disabled parking are typically one per building use.

The Council's Highways officers considered to be acceptable with regard to Highways and Transportation considerations. Therefore, on balance, it is considered that the impact on the free flow and safety of highway traffic is acceptable subject to appropriate conditions.

Waste and Recycling

DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be delivered.

The submitted Design & Access Statement explains that the premises would have a dedicated refuse area in the adjacent car park. There is no in principle objection to this. However, if this application were to be approved further details would have been sought regarding the levels of storage and how this storage would be accessed.

Conclusion

The proposal is considered acceptable as it is temporary in nature. The issues raised have been considered but not deemed significant enough to warrant refusal or are proposed to be dealt with through planning conditions. Given the temporary nature of the development and the use of appropriate planning conditions, the proposal is recommended for approval. Furthermore, the applicant has overcome concerns raised in the previous refusal. Thus, it is considered that the proposal, subject to conditions, should on balance be approved as the benefits of the scheme in terms of reusing a vacant building and providing employment and investment in the area outweigh any minor harm that has been identified.

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

7. CIL APPLICABLE

The increase in internal floor area would not exceed 100 sq.m. and therefore the proposal is not liable for the Mayoral or Haringey's CIL charge.

8. RECOMMENDATION

GRANT TEMPORARY PERMISSION subject to conditions

Conditions: (13)

- This permission shall be for a limited period expiring on 19/02/2028
- 1** when the temporary use of the building hereby approved shall be removed and the land reinstated. Reason: The permanent retention of the land /building may prejudice the future development of the site thus preventing the optimal use of the site inconsistent with the Site Allocation Development Plan Document (DPD).
 - 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 until details of a travel plan showing how patrons will access the site by more sustainable transport modes has been submitted to and approved in writing by the local planning authority. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.
 - A) The applicant submits a Work place Travel Plan for the commercial aspect of the development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
 - B) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development.
 - C) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by condition.
 - D) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.

Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

- 4** No development shall take place on site unless and until an event management plan/ local area management plan which includes the following information:
 - A) Crowd management and dispersal including Stewarding.
 - B) Travel Demand Management Plan in line with the Travel Plan which promotes travel by sustainable modes of transport to reducing travel by

car and local car parking demand.

C) Signage strategy to local transport interchange

D) Taxi collection strategy including drop off and collection.

Reason: To enable visitors to consider sustainable transport options, as part of the measures to limit any net increase in travel movements by car.

- 5** The use hereby permitted shall not be operated before 12:00 hours or after 23:00 hours Monday to Saturdays, and before 12:00 hours or after 23:00 hours Sundays and Bank Holidays.

REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.

- 6** The applicant / developer is required to submit a Construction Management Plan, prior to the commencement of development and approved in writing by the local planning authority. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

A) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.

B) The estimated number and type of vehicles per day/week.

C) Estimates for the number and type of parking suspensions that will be required; and

D) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.

- 7** Prior to the commencement of development above ground, full details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 22 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and

the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.

- 8** The developer will need to remove all on-site car parking to be in accordance with the London Plan, as the development is designated as a car-free development.

Reason: To ensure the development complies with the London Plan Policy T6.3 and Haringey Development Policy DM32.

- 9** A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.

The development shall only be carried out in accordance with the approved details.

B. The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

- 10** Before the use hereby approved commences, details of any mechanical ventilation system that will be installed shall be submitted to and approved by the Local Planning Authority and upon approval shall be installed, maintained and operated in a manner which prevents the transmission of odours, fumes, noise and vibration to neighbouring premises. The cumulative sound level of all plant shall not exceed the maximum rating plant limit level of 29.0 dB at the façade of the nearest NSR.

Reason: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity in accordance with Policy DM1 of adopted DPD 2017.

- 11** The development hereby permitted shall not be open to the public or any part thereof operational until the following noise mitigation measures, as set out in Noise Impact Assessment compiled by Clement Acoustics submitted with this application, have been completed:

- (a) Window Upgrades - improved glazing at first level. Ground floor roller-shutters to be infilled with masonry

construction. Expected to meet the required levels of sound insulation. (13 mm Laminated Glass / 10 mm Gap / 6 mm Glass – Rw 39 dB).

- (b) Door sets -In order to limit noise emissions from the proposed first floor bar / restaurant through doors to the proposed shisha balcony, as well as noise emitting from the proposed ground floor banqueting hall, a lobby door system is proposed with sealed door sets with a performance of Rw 35 dB each be placed at any point where patrons move from inside spaces to outside.
- (c) Noise limiters to be installed and set to appropriate level - noise limiter is fitted and set such that the music from the first floor bar and ground floor banqueting hall is not audible at the identified receivers. These limits should be met at 1 m from inside the restaurant windows.
- (d) Noise Management Plan.
 - Behaviour of patrons should be monitored by regular patrols to ensure there is no unnecessary or excessive noise.
 - Entrance doors should remain closed when not in use, and monitored.
 - Ground floor fire exit doors, and first floor bar windows should remain closed at all times .

The mitigation measures shall be retained in-situ thereafter.

Reason: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity in accordance with Policy DM1 of the adopted DPD 2017.

- 12** When the main ground floor event place is in use all entry and exit doors to premises shall be kept shut. No music or amplified sound emanating from the premises shall be audible at 1 metre from the façade of the nearest noise sensitive premises.

Reason: In the interest of protecting neighbouring residential amenity in accordance with Policy DM1 of the adopted DPD 2017.

- 13** Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to thereafter.

Reason: To ensure that details of the development are acceptable to the Local Planning Authority

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: Party Wall Act

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

INFORMATIVE: Land Ownership

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

INFORMATIVE : Owners Consent. The applicant is advised that it is a condition of every consent granted that before displaying any advertisement, the permission of the owner of the land or other person entitled to grant permission must be obtained. To display any advertisement without this permission is an offence, open to immediate prosecution.

Informative:

The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk.

INFORMATIVE:

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

INFORMATIVE:

The applicant should be aware that subject to future decisions the application site may be required for the future delivery of the Crossrail 2 project.