



Officer Report

Application Number: HGY/2023/1374
Application Type: Approval of details reserved by a condition
Address: Bloomfield Court, Bloomfield Road, Hornsey, London, N6 4ES
Proposal: Approval of details pursuant to Condition 5 (Construction Logistics Plan) attached to Planning permission HGY/2022/2332.
Case Officer: Matthew Gunning
Valid Date: 23/05/2023
Applicant: Mr Joe Griffin
Agent: Mr Ciaran Treanor

RECOMMENDATION

Approve

APPROVED DEVELOPMENT

HGY/2022/2332 - Additional single storey roof extension to accommodate 4 x 1 bedroom flats. – 11/05/23.

COMMENTS RECEIVED

Internal:

1. LBH Transportation -.Raise no objection.

External:

Two representations were received in respect of this application as summarised below.

- There has been insufficient research into highway restrictions and traffic conditions / namely 5 tonne weight restriction on Southwood Lane, no right turn for south bound traffic from the Wellington roundabout
- Vehicles will come from the Archway roundabout and turn left onto Southwood Lane. This would be a tight turn from a busy road, into a 5 tonne limit road, to a very tight roundabout with a tricky camber onto The Park.
- Most of the school traffic has dissipated by 9.30 but, traffic in this area, from 3.00 onwards, is horrendous.
- It says that materials will be stored on site but it doesn't say where. All vegetation should be protected.
- Mitigation for the loss of vegetation, and for any impact on the Root Protection Areas.

ANALYSIS/ASSESSMENT

Condition 5 reads: Prior to the commencement of the development a Construction Logistics Plan and Method Statement shall be submitted to and agreed in writing by the Local Planning Authority

outlining measures that will be taken to control dust, noise and other environmental impacts as well as transportation impacts to control congestion and provide safe operation of the highway network. The approved measures shall be adhered to during all phases of the development and construction.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

The Construction Logistics Plan and Method Statement as submitted outline different measures to be taken to address matters referred to in the condition, namely the control of dust, noise and other environmental impacts as well as transportation impacts to control congestion and provide safe operation of the highway network.

The route of deliveries to the site are set out within the report showing where and how materials will be unloaded. In the case here materials will be unloaded via hi-ab offload onto the scaffold gantry on Bishops Road, materials will then be lifted to roof level using a materials hoist on the scaffold.

In terms of the concerns raised about access and routing identified the agent has provided the following/ additional comments:

“The 5T restriction is ‘Except for access’ therefore there should not be considered any particular physical restriction in terms of the capability of the road in this location to take traffic of this type. Rather that it is not acceptable for use by through traffic. The route identified in the CLP is the shortest possible route that provide access to the site while ensuring that delivery vehicles maintain access in a forward gear. Therefore, it is considered the vehicles identified as over this 5 ton restriction in section 6.0 of the CMP this is the most appropriate route.

While Southwood Lane is on a hill, the gradient is not exceptional particularly the section between Archway and the junction with Park Road. This reflected in the road signs which don’t give any warning about steep gradients. It can also be confirmed that the steeper and narrower section of Southwood Lane taking you up to Highgate Village will not be accessed by the proposed construction traffic”.

In terms of impact on trees as clarified by the agent the proposed platform in Red is proposed to be at roof level so will over sail the existing tree. The scaffolding would therefore be constructed around the existing trees and would therefore would effectively protect the existing trees from the works.

The range of measures as outlined in the Construction Logistics Plan and Method Statement, coupled with the points of clarification, allow for this condition to be discharged.

RECOMMENDATION
GRANT DISCHARGE