

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/0910

Ward: Bounds Green

Date received: 01/06/2009

Last amended date: N / A

Drawing number of plans: 2667/1, 2667/3, 2667/4, 2667/5 & 2667/6.

Address: 333 High Road N22

Proposal: Change of use from B8 (Storage/Distribution) to D1 (a place of worship, a youth forum, a training facility, a crèche/ nursery and an older peoples meeting point).

Existing Use: B8 (Storage / Distribution)

Proposed Use: D1 (a place of worship, a youth forum, a training facility, a crèche/ nursery and an older peoples meeting point).

Applicant: New Covenant C&S Church

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site is a purpose built warehouse unit (B8 use) with ancillary office accommodation located on the western side of Wood Green High Road. The site is 0.15ha in size and the warehouse building has a floorspace of 1,400. This two storey building is a flat roofed building with a glazed elevation fronting the High Road. The rest of building is metal clad with a brick base. The roller shutter entrance/exit to this warehouse unit is located on the rear elevation. The site is accessible from Commerce Road through a service road at the rear of the parade of shops, where there is a small car parking area to the back of the building. The building was once occupied by Silhouette UK Ltd but has been vacant since July 2007.

The site adjoins Wood Green Police Station along the northern boundary. There is a small shopping parade with two recessed floors of residential accommodation above to the south of the site, fronting onto Commerce Road. To the back of the application site is a derelict building, previously a social club. Beyond this is Thomas Hardy House, a 15 storey high rise residential block.

The application site is not within a conservation area. The site is located 500m to the north of Wood Green Town Centre. The site is located within a PTAL 4 area (medium public transport accessibility) as it is about 5 -10 minutes walk distance from Wood Green Underground Station as well as being served by 50 buses per hour for connections to/from this station.

PLANNING HISTORY

HGY/1989/1430 - Installation of internally illuminated sign – Approved 04/02/1990

DETAILS OF PROPOSAL

The application is for a change of use from B8 (Storage/Distribution) to D1 use. The application has been submitted by the New Covenant Cherubim & Seraphim Movement Church: a traditional African Church of Christian faith. The proposal will involve some minor external alterations to the building. The Church plans to use the building for a range of uses, which will include a place of worship, a youth forum, a training facility, a crèche/ nursery and an older peoples meeting point, as well as an ancillary café.

At present the Church operate from a warehouse building at 199 Eade Road, London, N16, but only has a temporary planning consent until July 2009. The Eade Road site is located within the Haringey UDP as a Defined Employment Area and has been subject to previous planning application and a planning appeal. The Church is therefore looking an alternative location.

CONSULTATION

Ward Councillors

Transportation

Noise & Pollution

5-19 (o) Nightingale Road

28-46 (e), 15-23 (O) Canning Crescent

1b, 1c, 1d, 1f Earl Lawn Grove

1-89 Thomas Hardy House, Commerce Road

4-50 (e) Commerce Road

Police Station, High Road

1-90 Morant Place

Cypriot Community Centre, Earlham Grove

1-6 Fullers Almshouses, Nightingale Rd,

Flats 1-15 Porters 8 Walters Almshouses, Nightingale Rd,

Flats 1-15 St Lenards House, Nightingale Rd

Flats 1-16 Mohr Court, Nightingale Rd

1-11 Portee Close

245, 351,353 & 355 High Road, N22

RESPONSES

Transportation - The proposed development is to convert a disused warehouse into a place of worship and a range of other uses including youth forum, crèche/nursery and older persons meeting place. The site is accessible from Commerce Road through a service road at the rear of the parade of shops. It is located in an area with a medium public transport accessibility level and it is about 5 -10 minutes walk from Wood Green station as well as being served by 50 buses per hour for connections to/from this station.

The site is bounded to the west by the Commerce Road residential estate, which has a parking restriction operating 0800 - 1800hrs from Monday to Saturday for the residents to park in the designated bays. However there is no parking restriction at the proposed development site. There are spaces for parking at the rear of the site and the end of the service road near the High Road. The applicant's consultant Simpson McHugh (SM) has submitted a Transport Statement (TS) and Travel Plan (TP) to support the proposed development. The applicant has made provision for 22 parking spaces shown on Drg 2667/6 dated May '09 (i.e. 8 spaces adjacent to the High Road and 14 spaces at the rear of the premises), 1 disabled parking space, 10 Sheffield cycle stands. However the layout of the 2 car parks is substandard and our assessment has shown that the parking areas at the rear and that adjacent to High Road can only accommodate 11 and 7 car parking spaces respectively. The following activities have been identified in the TS:

(a) Monday - Friday Activities

(1) Youth Forum (10 - 17 years) aspect of the development:

SM anticipates that 20 - 35 young people and 7 supervisors from the local community will use the premises weekdays from 1600 - 2000hrs. Approximately 2 - 3 supervisors will travel by car and the young people will get there by sustainable modes of transport. It is deemed that there is unlikely to be any concern on traffic and parking impact of these activities on the local highway network.

(2) The crèche/nursery for 2 - 5 year old aspect of the development:

It will operate weekdays between 0800 - 1800hrs. There are likely to be 20 children for the first 6 months but it will increase to 25 within one year plus 6 nursery teachers and assistants and 1 Administrator. SM indicates that there will be 4 teachers arriving by car and 2 arriving by public transport. We also understand from SM that the car parking area at the rear of the premises will be used for picking up/setting down of the children and the car park adjacent to the High Road assigned for use of staff only.

Using the TRAVL database for comparable sites to assess the forecast trip generation, it is expected that there will be 7 incoming vehicle trips and 3 outgoing vehicle trips during the morning peak. During the evening peak there will be 2 inbound vehicle trips and 4 outbound vehicle trips. These car trips are insignificant and they are unlikely to affect the surrounding roads.

(3) Wednesday (adult's primarily retired persons) meeting aspect of the development:

On Wednesday some 70 - 80 retired people from the Community will meet at 2 staggered times (late morning or tea time). Each session is likely to be made up of 20 - 30 people. The meetings will take place during the off-peak period and it is reckoned that nearly all of them will either walk or travel by public transport.

In summary, cumulatively it is estimated that from Monday to Friday, there will be 7 inbound car trips and 3 outbound car trips mainly from the Crèche/Nursery during the morning peak. During the evening peak, there will be combined 5 incoming car trips and 4 outgoing car trips. We have therefore considered that the generated traffic will not have any significant effect on the adjacent roads.

(b) Saturday Activities

On Saturday there will be training and counselling courses for approximately 70 - 80 people in small groups between 1000 - 1700hrs. It is indicated that 50% of the group will arrive by car but with many sharing cars. The rest of the participants will use sustainable means of transport.

(c) Sunday Activates

On Sunday it is expected that 200 - 250 worshippers will attend service between 0900 -1600hrs. Given the hours of the services it is fair to assume that it is a Pentecostal Church with a tendency of influx of members from the outset and with few members leaving until after the Church is closed.

The TRAVL database has been used with survey data from comparable sites to assess the trip generation for the use of the premises as a place of worship. It is therefore expected that between 1000 - 1100hrs, there may be 107 incoming vehicle trips. However given the day of the week as being Sunday it is unlikely that this activity will affect the highway network nevertheless there is concern about the parking implication. Obviously the 18 car parking spaces provided will not be sufficient for use by the congregation.

The applicant has provided a Travel Plan to support the application and outlining measures to encourage users of the premises to travel to and from the site on sustainable modes of transport. The measures cover walking, cycling, public transport, car sharing, church bus and the use of the car park. We understand the Church operates a bus facility where there is a demand for its use and it also operates a car sharing scheme where the congregation is actively encouraged to sign up to car sharing arrangements. These measures have been identified in the Travel Plan to mitigate the impact of the proposed development on the local road network. Nevertheless we will expect the production of well structured Travel Plan before the commencement of the proposed development.

In view of the above, the Highway and Transportation Authority recommends the approval subject to the following conditions:

1. The applicant shall submit a layout plan to show 2.4mx4.8m car parking bays with 6m aisle width for perpendicular parking and 4.2m aisle width for echelon parking.
2. The applicant shall increase the cycle stands from 10 to 20.
Reason: To encourage more people to attend the various activities on site by bike
3. Granting of temporary permission.
Reason: To enable the monitoring of parking pattern and the effect on the Commerce Road estate as well as any associated highway safety problems.
4. The car parking area located at the rear of the property at 333 High Road, Wood Green shall be used solely for picking up and setting down of children between 0700 - 0900hrs and 1700 - 1830hrs Monday to Friday.
Reason: In order to reduce congestion and improve safety during the opening and closing time of the Crèche/Nursery.
5. Prior to the commencement of the development a satisfactory Travel Plan shall be submitted to include measures promoting the use of sustainable mode of transport to and from this site.
Reason: In order to encourage the use of sustainable modes of transport for journeys to/from this site.
6. The applicant makes some financial contribution towards improving the conditions for pedestrians and cyclists in the vicinity of the development site.

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms (presently being reviewed)
Planning Policy Guidance 13: Transport
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 24: Planning and Noise

Adopted Unitary Development Plan, 2006

Policy G1 Environment
Policy G9: Community Well Being
Policy UD3 General Principles
Policy ENV5 Noise Pollution
Policy EMP4 Non Employment Generating Uses
Policy TCR2 Out of Centre Development
Policy CLT1 Provision of New Facilities
Policy CLT3 Social Clubs
Policy CW1 New Community Facilities
Policy M3 New Development Location & Accessibility

Policy M4 Pedestrian and Cyclists
Policy M10 Parking for Development
Policy CW1 Community Well Bring

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG7b Travel Plans
SPG8c Environmental Performance
SPG9 Sustainability Statement – Including Checklist
SPG11b Buildings Suitable for Community Use

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issue in regards to this application are considered to be (1) the principle of a change of use to a D1 use; (2) the uses and activities associated with this new use; (3) noise and impact on the amenity of nearby residents, (4) parking and traffic issues and (5) sustainability.

Principle of a Change of Use

While the application site does not fall within a defined employment area (DEA) the requirement of policy EMP4, which outlines criteria for the change of use of land and buildings previously in employment generation apply in this case. The policy states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

The applicant outline that the premises has been marketed since October 2006 with little interest. A letter from Vokins Chartered Surveyors has been submitted which sets out details of the marketing campaign undertaken to date. The marketing campaign has generated little interest for take up of the building for a B8 use. The limited access for HGV vehicles is sited as a possible reason for lack of interest by the applicant. The applicant's have highlighted that the building has been subject to squatters and vandalism on a number of occasions.

The applicant's point out that the D1 use with its associated activities will provide some level of employment. They state that their current Church site employs 3 full time and 3

part time staff. When compared to the low level of employment generally associated with a warehouse use the loss of employment will not be significant in this instance.

The LPA accepts that the property has been marketed for 18 months with little interest and as per para. 5.28 of the UDP accept that an alternative uses such as a 'community facilities may be appropriate'.

The conversion of this building into a community facility however needs to meet the requirement of Policy CSV1, which states that, "proposals for the development of new community/health facilities, or a changes of use to community/health facilities, will be considered if:

- a) the facility is appropriate to its location having regard to its size, purpose, use characteristics, and its relationship with adjoining and nearby development:
- b) the facility will meet a local need:
- c) the building is designed so that it can be used for more than one community purpose, where possible:
- d) the facility is located where it can be easily reached by walking or by public transport."

SPG 11b 'Buildings Suitable for Community Use' provided further guidance in respect of this policy. This guidance recognises the importance of community facilities in Haringey; especially for children, the elderly, the disabled, and many other minority groups and the opportunities they provide for leisure, learning, and good health for everybody. The SPG recognises that supporting Haringey's religious groups and helping them to find suitable premises in the borough means that residents benefit from other services, such as care and communication for vulnerable people, education, childcare, cultural activities and employment advice.

The site is an accessible location (PTAL 4 area) being on the edge of a town centre, and is well served by public transport. The site is also on a busy High Road with a mixed commercial and residential character and as such a proposed community D1 use would not materially harm the character of the area (or as discussed below) the amenities of nearby residents. As also discussed further on, the proposal will provide other uses in addition to the 'place of worship'.

In line with SPG11b an application for a mixed D1 use the proposal is required to provide:

- details of the kinds of activity that will be taking place, the hours during which they will be taking place, the likely numbers of people that will be expected to attend, and ideally where they will be arriving from;
- confirmation that the proposal will meet all the space requirements (and external amenity space) set by Ofsted in respect of the childcare facility/ crèche;
- adequate car and cycle parking for visitors, deliveries, staff and space for parents or guardians to drop off/ pick up children;
- the facility to be accessible for disabled people;
- appropriate sound proofing to mitigate noise impacts emanating from this facility.

The main entrance door (double doors) has level access and also meets the minimum clearance of 800mm. All of the accommodation on the ground floor also has level access and the necessary WC facilities. There is no lift proposed however it is anticipated that many of the activities will take place on the ground floor. The other requirements outlined above are discussed further on in this report.

Nature of the Proposed Use/ Hours of Operation

As outlined above, the proposed D1 use will include a variety of uses, namely a place of worship, a youth forum, a training facility, a crèche/ nursery and an older peoples meeting point, as well as an ancillary café.

Place of Worship - The Church will have regular services on Sunday between the hours of 9am and 4pm. The applicant's point out that the based on experience, attendance is expected to be 'fluid' in terms of arrival, with most people expected to arrive between 10am and 12pm and the total number of people attending to be up to 250 people; with approximately 80% of those travelling being families who travel together.

Other services will be held during the week on Wednesday and Saturday with attendance expected to be much less and in the region of 70-100 parishioners. As pointed out by the applicant these sessions would take the form of smaller prayer groups of approximately 20 people. Wednesday gatherings would take place between the hours of 12pm and 3pm and Saturday gathering would take place between the hours of 10am and 5pm.

Crèche/ Nursery – This will serve the local population and is expected to cater for up to 25 children. There are likely to be 20 children for the first 6 months but it will increase to 25 within one year, plus 6 nursery teachers and assistants and 1 Administrator. Hours of use would be weekdays 8am to 6pm. The car parking area at the rear of the premises will be used for picking up/setting down of the children and the car park adjacent to the High Road assigned for use of staff only. An external play space has been indicated to be created to the front of the building but no confirmation that this would meet OFSTED requirements or details of its enclosure have been submitted. The creation of a crèche/ nursery facility would be subject to OFSTED regulation. A condition will therefore be imposed requiring details of how the requirement for external space will be met.

Youth Forum – This intends to provide a facility for teenagers and young people to meet and interact. The applicant's have stated that they are keen to engage with this age group and with the local Police and community groups to help address social problems (anti social behaviour/ knife crime etc). The number of attendants at such a facility is presently unknown; however in the information submitted it was anticipates that 20 - 35 young people and 7 supervisors from the local community would use the premises on weekdays from 4pm and 8pm.

Older Person's Meeting Point – Similar to the youth forum this facility will provide a meeting place for older people in the community. The number of attendants is not fully known at this stage as it is dependent on local interest and uptake. In the information submitted it is envisaged that some 70 - 80 retired people from the Community will

meet at two staggered times (late morning or evening), with each session likely to be made up of 20 - 30 people.

Other Uses – The Church also anticipates running personnel development and training courses at this facility which would take place between the hours of 10am and 5pm.

Floorplans have been submitted showing the intended layout of the new use. The converted building will consist of two halls (an upper and lower hall). The specified hours of use for the proposed D1 use are 08:00 - 20:00 on Monday to Friday, 08:00 - 18:00 on Saturdays and 9.00 – 16.00 on Sunday's and Bank Holidays. A condition will be imposed to prevent these hours being exceeded.

Noise/ Impact on Residential Amenity of the Area

An important planning consideration in respect of the proposal is whether the proposed D1 use can be operated so as to not cause nuisance to occupiers of nearby properties. Policy ENV6 states that potentially noisy development should be located in areas where ambient noise levels are already high and where measures are proposed to mitigate the effect.

For most local authorities the current planning guideline value for noise within a residential dwelling is 50dB LAeq. This value is based on guidelines recommended by the World Health Organisation.

Sokoya Environmental Associates have carried out an assessment of the existing and potential noise level of the new use in accordance with BS4142 guidance. The most likely residents to be affected are the first and second floor dwellings of Commerce Road (Nos 28-36). The noise report shows the existing LAeq to be 62dB (background noise).

The consultants state that a centralised audio management centre unit will be stationed to the north east of the site from where all controls will be manned. They anticipate noise source during worship sessions to include clapping, singing, dancing, music from a band, audio messages from sermons and announcements etc.

By way of comparison the consultant's refer to a recent noise assessment they undertook on behalf of Kingsborough Church based in Uxbridge, West London; in which an LAeq of 69dB(A) was recorded at 1 metre from the main entrance to the church. The number of people attending was close to fifty. The consultants believe that on the balance of probability it is unlikely that on occupation of 333 High Road, the total noise output from the Sunday worship would exceed 70 dB(A) at 1m.

As pointed out the distance between the face of the building and the nearest residential properties on Commerce Road is approximately 13 metres. Bearing in mind that every doubling of the distance produces a 6 dB reduction in the sound pressure for point sources, the predicted noise at the façade of No 28 Commerce Road would be at least 45dB; having taken into account considerations for additional noise input from road traffic etc.

The proposed internal layout of the D1 use will also help in keeping noise levels down. The predominant use activities during the week would be restricted to non-worship activities. Important to this consideration is that the applicant's claim that the building will not be used after 20.00

There are three externally fitted refrigeration units on the side of the building facing the Commerce Road flats. The LPA would expect these units to be removed. A condition is being placed on this consent requiring all details of external alterations to the building to be submitted and approved by the LPA. Any new plant (ventilation, heating and cooling etc.) would require planning permission. Any new plant may result in an increase in noise emanating from the building.

There are however concern that the first floor cladding does not provide the critical mass or the effectiveness for noise absorption. As such the LPA will impose a condition stating that the use will not commence until a scheme of sound insulation approved by the Council has been implemented. The Noise Report recommends that 12.55mm plasterboard be installed and a 25mm fibreglass quilt be placed in the cavity between the plasterboard and the cladding, as a mitigation measure.

The applicants are recommended to put in place a neighbourhood liaison contact to deal with any complaints arising from local residents. Also the applicant is advised to put in place good housekeeping regime in the form of dedicated ushers to manage the arrivals and departures of church members.

Given the finding of the noise report and bearing in mind the location of the building along a busy High Road and the mixed commercial and residential character of the area, it is considered that the principle of a D1 use would not materially harm the character of the area or the residential amenities of nearby residents.

Parking & Traffic Issues

The applicant's consultant Simpson McHugh (SM) has submitted a Transport Statement (TS) and Travel Plan (TP) to support the proposed development. The applicant has made provision for 22 parking spaces shown on Drg 2667/6 (i.e. 8 spaces adjacent to the High Road and 14 spaces at the rear of the premises), 1 disabled parking space & 10 Sheffield cycle stands. However as noted by the Council's Transportation Officer the layout of the 2 car parks is substandard and that in fact the parking areas at the rear and adjacent the High Road can only accommodate 11 and 7 car parking spaces respectively.

The car trips associated with the crèche/nursery use are considered insignificant and are unlikely to affect the surrounding roads. The youth related activities are also unlikely to have an impact on traffic and parking impact. The parking and traffic demand associated with the adult/ retired person's activities which will take place during the off-peak period will have no significant effect on the adjacent roads.

The Councils Transportation team have used the TRAVL database and have used survey data from comparable sites to assess the trip generation for the use of the premises as a place of worship. On Sundays it is expected that between 10.00-11.00hrs, there may be 107 incoming vehicle trips. However given the day of the week

being a Sunday it is unlikely that this activity will affect the highway network, however there is concern about the parking implication, as the proposed 18 car parking spaces are not sufficient to meet the needs of the congregation.

The applicant has provided a Travel Plan to support the application and outline measures to encourage users of the premises to travel to and from the site on sustainable modes of transport. The measures cover walking, cycling, public transport, car sharing, a church bus and the use of the car park. The LPA note that the Church operates a bus facility where there is a demand for its use and that it operates a car sharing scheme where the congregation is actively encouraged to sign up to car sharing arrangements. These measures have been identified in the Travel Plan to mitigate the impact of the proposed development on the local road network. The Council's transportation team require the production of well structured Travel Plan to be agreed finally before the commencement of the proposed development. Whilst Transportation have requested the granting of a temporary permission, in order to enable the monitoring of parking patterns associated with the new use and its effect on the Commerce Road estate as well as associated highway safety problems, this is not considered reasonable in view of the of (a) the premises – and still lawfull use as a warehouse and (b) the need for considerable financial investment by the Church in acquiring and refurbishing the building which would not be justified on a two or three year temporary consent. They have also required that the number of cycle stands on site increase from 10 to 20, which is requested by way of a planning condition.

Sustainability

Within the adopted Unitary Development Plan and London Plan there are strong policy requirements requiring sustainability and renewable energy technology to be incorporated in new build scheme, but also in applications for a change of use to the existing building.

In assessing the sustainability of development schemes the Council will have regard to Policies ENV3 and ENV9 and SPG Sustainability Statements. Policy ENV3 (Water Conservation) expects all new development to incorporate water conservation methods while Policy ENV9 (Energy Efficiency) encourages energy efficiency and a reduction in carbon dioxide emissions. A sustainability checklist and statement has been submitted with this application, which outlines that:

- The insulation provided for the purpose of soundproofing will improve the energy efficiency/ energy loss of the building;
- The present boiler has been stolen and therefore a more energy efficient boiler with lower CO2 emissions will be considered in replace of the existing boiler;
- All new light fittings would be energy efficient fittings;
- New glazing would be double glazed to meet building regulations and energy efficiency.

SUMMARY AND CONCLUSION

The proposed development will reuse a presently vacant warehouse building, which has been actively marketed for such a use, as a D1 use. This new use will provide a range of facilities, including a place of worship, a youth forum, a training facility, a

crèche/ nursery and an older peoples meeting point, which will be of benefit to the local community. The building is located along a busy High Road, within an area of medium transport accessibility and within an area which has a mixed commercial and residential character. The site has an adequate level of car parking provision on site to meet the car parking demand associated with the majority of the activities proposed during the week, the LPA have concerns about the parking implication associated with the activities on Sunday. The production of well structured Travel Plan, to be agreed before the commencement of the proposed development, will partly help address this concern. Subject to appropriate sound attenuation measures and subject to the imposition of appropriate conditions, the proposed change of use is unlikely to result in noise nuisance, nor is it likely to adversely affect the amenities of nearby residents.

The proposal is considered to be in accordance with policies G9: 'Community Well Being', UD3 General Principles', ENV5 'Noise Pollution', EMP4 'Non Employment Generating Uses', TCR2 'Out of Centre Development', CLT1 'Provision of New Facilities', CW1 'New Community Facilities', M3 'New Development Location & Accessibility', M4 'Pedestrian and Cyclists', M10 'Parking for Development' and CW1 'Community Well Bring' of the adopted Haringey Unitary Development Plan (2006) and supplementary planning guidance SPG4 'Access for All – Mobility Standards' and SPG11b Buildings Suitable for Community Use'. Given the above this application is recommended for APPROVAL.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2009/0910

Applicant's drawing No.(s) 2667/1, 2667/3, 2667/4, 2667/5 & 2667/6.

Subject to the following condition(s)

IMPLEMENTATION/ OF THE CONSENT

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

EXTERNAL CHANGES

2. Details of all external changes to the building shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development hereby authorised shall be carried out in complete accordance with the approved plans and specifications.

Reason: To safeguard the appearance of the building and the amenities of nearby residents.

3. Before the development commences details of an external play area to meet the requirement of OSTED shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To meet the needs of a child care facility.

HOURS OF OPERATION

4. The use hereby authorised may only be carried out between 08:00 hours and 22:00 hours Mondays to Saturdays and 9.00 hours and 18.00 hours on Sundays and Public Holidays.

Reason: To ensure that the use operates in a satisfactory manner and does not unduly disturb nearby residential occupiers or prejudice local amenity.

CAR PARKING/ TRANSPORTATION

5. Prior to the use commencing, the applicant shall submit a layout plan to show 2.4m x 4.8m car parking bays with 6m aisle width for perpendicular parking and 4.2m aisle width for echelon parking. Thereafter this car parking provision shall be provided in accordance with the approved plans and maintained solely for the intended use for the duration of the use hereby approved.

Reason: To ensure adequate parking is available to serve the development.

6. The car parking area located at the rear of the property at 333 High Road, Wood Green shall be used for the picking up and setting down of children associated with the crèche/ nursery use.

Reason: In order to reduce congestion and improve safety during the opening and closing time of the crèche/nursery.

7. Prior to the commencement of the use hereby permitted, a satisfactory Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out in the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduce reliance on private motor vehicles.

8. Space shall be made available for the secure parking of 20 bicycles on site before the use hereby permitted is fully implemented.

Reason: To encourage more people to attend the various activities on site by bicycles and to ensure adequate provision is made within the site for the parking of bicycles.

WASTE MANAGEMENT

9. The use hereby approved shall not commence until arrangements for the storage and disposal of refuse/waste have been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the property and the amenities of the area.

SOUNDPROOFING/ NOISE MITIGATION

10. Full particulars and details of provisions for soundproofing shall be submitted to and approved by the Local Planning Authority, in writing, before the commencement of works on site, and subsequently installed in the building in a satisfactory manner, before the use hereby permitted is commenced.

Reason: In order to minimise the transmission of noise and prevent noise nuisance to nearby residential properties.

11. The rating level of the noise emitted from the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142: 1997.

Reason: In order to minimise the transmission of noise and prevent noise nuisance to nearby residential properties.

12. No detriment to the amenity of the neighbourhood shall be caused by noise or other disturbance than is reasonable as a result of the use of the premises hereby authorised.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

13. Before the use hereby permitted commences measures to control the transmission of noise and vibration from existing stationary plant affixed to the premises shall be put in place.

Reason: To protect the amenity of occupiers of nearby residents.

RESTRICTION ON USE

14. The premises shall be used for those stated in the planning application and for no other purposes including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Uses Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: To enable the Local Planning Authority to retain control over the development.

15. The number of children admitted to the crèche/ nursery facility shall at no time exceed 30 children.

Reason: To protect the amenities of occupiers of nearby properties.

REASONS FOR APPROVAL

The reasons for the granting of planning permission are as follows:

(a) The proposed development is acceptable for the following reasons:

- It has been demonstrated that the existing building has been actively marketed/ advertised for longer than 18 months;
- This new use will provide a range of facilities, including a place of worship, a youth forum, a training facility, a crèche/ nursery and an older peoples meeting point, which will be of benefit to the local community;
- The building is located along a busy High Road, within an area of medium transport accessibility and within an area which has a mixed commercial and residential character;
- The site has an adequate level of car parking provision on site to meet the car parking demand associated with the majority of the activities proposed;
- Subject to appropriate sound attenuation measures and subject to the imposition of appropriate conditions, the proposed change of use is not likely to result in noise nuisance, nor is it likely to adversely affect the amenities of nearby residents.

(b) The proposed development accords with

The proposal is considered to be in accordance with policies G9: 'Community Well Being', UD3 'General Principles', ENV5 'Noise Pollution', EMP4 'Non Employment Generating Uses', TCR2 'Out of Centre Development', CLT1 'Provision of New Facilities', CW1 'New Community Facilities', M3 'New Development Location & Accessibility', M4 'Pedestrian and Cyclists', M10 'Parking for Development' and CW1 'Community Well Bring' of the adopted Haringey Unitary Development Plan (2006) and supplementary planning guidance SPG4 'Access for All – Mobility Standards' and SPG11b 'Buildings Suitable for Community Use'.

INFORMATIVE: This permission shall not be construed as giving permission for any signage, including any of the signage indicated on submitted drawings. All advertising signage for the development shall be the subject of to obtaining consent under the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.