

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

<p>Reference No: HGY/2011/1172</p>	<p>Ward: Highgate</p>
<p>Address: 270 Archway Road, N6</p> <p>Proposal: Front extension to existing first floor, rear extensions to ground and first floor and addition of pitched roof storey to provide commercial space at ground floor level and 5 x one bed flats and 1 x two bed flats at upper floor levels. (Amended description). Existing Use: B1 – vacant. Former printer, offices and studio.</p> <p>Proposed Use: A1, A2 or B1 with residential above.</p> <p>Applicant: Mr Alastair Norton, Norton Mayfield Architects</p> <p>Ownership: Private</p>	
<p>PLAN No's: 1011-PL-002a, 1011 003B, 1011-PL-004B, 1011-PL-011H, 1011-PL-010J, 1011-PL-012F, 1011-PL-013F.</p>	
<p>Case Officer Contact: Jill Warren</p>	
<p>PLANNING DESIGNATIONS: Conservation Area, Classified Road, Local Shopping Centre</p>	
<p>RECOMMENDATION: GRANT PERMISSION subject to conditions</p>	

SUMMARY OF REPORT: The proposal is for the conversion of an existing commercial building on Archway Road into 6 flats (5 x 1bed and 1 x 2 bed) with the addition of a mezzanine floor. A commercial/shop unit will be retained on the ground floor with the potential to divide into two should local demand favour smaller units. The building will be extended to the front with a new, traditionally designed shop front, to the rear and to the roof to facilitate the residential accommodation. The flats to the rear will have small courtyard gardens and the upper flats will have balconies. The scale, design and form of the proposed extension to this building are considered acceptable, will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Archway Road will help improve the appearance of this part of the road as well as its vitality and viability. The detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. This application is therefore recommended for APPROVAL, subject to conditions and subject to S.106 Agreement.

1. SITE AND SURROUNDINGS

- 1.1 The site is located on the eastern side of Archway Road, at the end of a purpose built late Victorian terrace of four storey residential properties with a parade of retail units on the ground floor. The adjoining property to the north is a place of worship (Cholmeley Evangelical Church) which is approximately three storeys and was redeveloped in the late 1980's. Immediately to the south is a two storey property with a now vacant car exhaust centre at ground floor, with mock Tudor detailing, above. (No. 260-268).
- 1.2 The Archway Road is predominantly purpose built terraces of Victorian shopping parades and three/four storey residential terraced houses. On the other side of Archway Road, opposite the site, are some detached/semi-detached residential properties, well set back from the road and terraces of residential properties.
- 1.3 The subject property is a three storey yellow 'London stock' brick property with basement. Its primary function was commercial and has been used for various commercial purposes including printers but is now vacant and has recently undergone internal work. The ground floor seems to have been used as offices; it has a simple modern frontage, unlike any other in the parade.
- 1.4 The rear of the property is bounded by a high brick wall. The ground drops considerably to the residential properties of Holmesdale Road, N6. The rear gardens in Holmesdale Road are typically 16m in length from the rear of the original houses. Some of these properties have been extended into their rear gardens.

- 1.5 The site also falls within the extensive Highgate Conservation Area; which is largely residential in character, with terraces of houses on streets to the west and east of Archway Road. These terrace houses are substantial Victorian/Edwardian terraces with good proportions and strongly consistent detailing with vertical emphasis to front elevations.

2. PLANNING PROPOSAL

- 2.1 The planning application is for a front extension to the existing first floor, for rear extensions to ground and first floors and the addition of pitched roof to provide commercial space at ground floor level and 5 x one bed flats and 1 x two bed flats at upper floor levels.
- 2.2 The original application proposed 4 x 1 bed flats and 2 x two bed flats at upper floor levels. After discussion with the applicant, the layout was adjusted to increase the size of bedrooms for the flats on the first floor by removing a bedroom from one of the flats.
- 2.3 The proposal will extend the property, adding a further storey within a slate tiled pitched roof. The height will be lower than the adjoining church but higher than No. 260-268, resulting in a stepped roof height along the terrace of properties. There will be an extension to the front on the upper floors and to the rear on the ground and mezzanine floor to accommodate the proposed residential units and maximise the commercial space on the ground floor. The two storey plus roof appearance of the frontage has been retained by proposing a mezzanine floor within the property, providing some split level accommodation. The proposal has been amended to retain the existing high wall to the rear of the property in response to comments from neighbours to the rear.

Commercial

- 2.4 The proposed ground floor frontage is of a traditional design, with two separate entrance doors for the commercial area of 108m². The external materials and finishes will match the existing brick and tile work, with a traditional design frontage to replace the existing minimalist shop/office front. With two doorways, the commercial unit could be subdivided into two should local demand require smaller units at this location. The commercial unit will not have access to the rear of the property.

Residential

- 2.5 The proposed residential above has a separate access door from the commercial unit. This includes the provision of communal storage for 6 x bicycles.
- 2.6 The rear of the property will have three storeys due to a mezzanine floor plus accommodation in the raised, extended roof. There will be 2 x 1 bed maisonettes on the ground/mezzanine floors, (66.6m² and 54.1m²), with private

stairs between floors and each will have private courtyard garden areas. The first floor will contain 1 x 1 bed flat (53.3m²) and 1 x 2 bed flat (65.7m²), these two units will have terraces to the front. The upper floor within the extended roof will have 2 x 1 bed flats (44.7m²) which will have small terrace.

- 2.7 The rear of the property will be finished with brick to match the existing with the exception of the ground floor extension where white painted render will be used to reflect all available light within the courtyards. There will be wooden, slatted screens to the rear of the residential to maximise the light into the properties and to minimise overlooking of the residential properties to the rear.
- 2.8 It will be finished with brick to match the existing with the exception of the ground floor extension where to the rear, white painted render will be used to reflect all available light within the courtyards.

3. PLANNING HISTORY

3.1 Planning Application History

OLD/1965/0021, Change of use from grocery shop & storage to showroom office & studio. Granted 11/08/1965

OLD/1965/0022, Change of use from grocery shop & storage to showroom office & studio. Granted 11/08/1965

OLD/1979/0776, 3/8/79 Change of use to retail car showroom. Refused 1/11/1979

OLD/1979/0777, 3/8/79 Change of use to retail car showroom. Refused 01/11/1979

HGY/2010/2109 Front extension to existing first floor, rear extensions to ground and first floor and addition of pitched roof storey to provide commercial space at ground floor level and 2 x one bed, 3 x two bed and 1 x 3 bed flats at upper floor levels. Refused 06/01/2011

3.2.1 Planning Enforcement History

UNW/2010/00568 Alleged excavation work – no breach has occurred. Case closed.

4. RELEVANT PLANNING POLICY

4.1 National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Guidance 13: Transport

4.2 London Plan (2011)

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture

4.3 Haringey Unitary Development Plan (2006)

- UD3 General Principles
- UD4 Quality Design
- CSV1 Development in Conservation Areas
- CSV5 Alterations and Extensions in Conservation Areas
- TCR1 Development in Town and Local Shopping Centres
- TCR4 Protection of Local Shops
- EMP4 Non-Employment Generating Uses
- M3 New Development Location and Accessibility.
- M9 Car Free Developments

4.4 Supplementary Planning Document (2008)

- SPD Housing

4.5 Haringey Supplementary Planning Guidance (2006)

- SPG1a Design Guidance
- SPG2 Conservation and Archaeology

5. CONSULTATION

Statutory	Internal	External
TfL	Ward Councillors Haringey Conservation Officer	<u>Amenity Groups</u> The Highgate Society The Highgate CAAC <u>Local Residents</u> 254-278 (e), 291-229 (o) Archway Road, N6 FFF, SFF, S/TFF 254; S/TFF, TFF 256 Archway Road, N6 Flats 1-3 (c), GFF front, GFF middle, GFF rear, FFF front, FFF rear, SFF, S/TFF, TFF 258 Archway

		Road, N6 260b; GFF, FFF, SFF 278 Archway Road, N6 Flats 1-4 (c) 219 Garden Flat, Upper GFF, FFF, SFF 221 Archway Road, N6 Lower Flat, Upper Flat 221A Archway Road, N6 Flats 1-4 (c) 223 Archway Road, N6 Flat 1A, Flats 1-4 (c) 225 Archway Road, N6 Flats 1 & 2 227 Archway Road, N6 GFF, FFF 229 Archway Road, N6 35-53 (o) Archway Road, N6 Flats 1 & 2 39 Archway Road, N6 GFF, FFF, 41 Holmesdale Road, N6 43 Claremont Road
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6. RESPONSES

Waste Management

- 6.1 The existing refuse and recycling collection arrangements for flats above shops on Archway Road are for residents to put refuse and recycling in tied sacks on the pavement of Archway Road for twice daily collections between 7:30am to 9:00am and 9:30pm to 11:00pm. Any refuse found presented for collection outside of these time slots will be searched and enforcement action taken against offenders. This application has been given RAG traffic light status of GREEN for waste storage and collection arrangements.

Highgate CAAC

- 6.2 HGY/2011/ 1172 270 Archway Road, Neighbours' views should be taken into account particularly those behind the site in Holmesdale Road.

Metropolitan Police

- 6.3 We recommend that the new homes are built to Secured by Design standards. The Crime Prevention Design Advisers for Haringey Police can provide free, impartial advice and can be contacted on 020 8345 2167.

Transportation

- 6.4 We welcome the provision of six cycle spaces and we believe this is appropriate location for this car free development.
- 6.5 TfL: For the purpose of this development stopping restrictions within the vicinity of this site should be assumed to remain as they are and should show through a Delivery and Service Plan how vehicular servicing to site will be managed to minimise impact on the TLRN include refuse collection and other regular deliveries. This could be secured by condition and be relatively straightforward statement of intent from the developer provided prior to occupation. TfL preference is that during the construction phase that no stopping on the A1 would be allowed for construction vehicles from this site, no encroachment or stopping on the TLRN footway or carriageway or over sailing of the TLRN highway, except where current restrictions already allow stopping or when explicitly agreed with TfL in written via license or agreement.
- 6.6
- It is likely due to the nature of the site and its location that some use or work on the TLRN will be necessary and suspension of existing controls for a limited time period. We recommend that once a contractor has been appointed that they meet with TfL to discuss the details. We would seek a minimum footway width of 2 metres at all times, no or minimum stopping during red route operating hours (including the existing carriageway and parking bay), and appropriate people on site managing the safe movement of materials between site and the TLRN public highway. The provision of Construction Logistic Plan should be prepared prior to construction to document the overall approach. TfL written agreement/license would be needed for any hoarding that encroaches on TLRN or over sailing of the TLRN highway during the construction of the development, see:
<http://www.tfl.gov.uk/roadusers/redroutes/11010.aspx>
- 6.7 Any physical measures on the TLRN would require the developer to enter an agreement under section 278 of the Highways Act with TfL (e.g. renewal footway after completion of construction; temporary or permanent relocation of sign or lamp posts) – advice will be provided on request.
- 6.8 Haringey: We do not object to this development proposal. Should the Borough approve this planning application, we understand this development during the construction stage could have some impact on the safe operation of the TLRN as we aware that the only access to the site is from the TLRN. We believe these impacts can be overcome if they meet with TfL highway operational team and discuss their construction methods and logistics issues before they start construction.
- 6.9 In addition to Transport for London comments above, whilst transport for London are the Highways authority for Archway Road, the Impact of the parking generated by the proposed 6 residential units will be on Cholmeley Park. Considering that this area has been identified by the Council's 2006 adopted UDP policy HSG 11 as are an area that suffers from high parking

pressures we will require the applicant to enter in to a S.106 agreement to dedicate the development proposal as a car free development in line with the councils UDP policy M9. We will also require the applicant to contribute to car club scheme to mitigate the impacts of the development. Therefore, the highway and transportation authority would not objection to the above proposals subject to the imposition of a condition requiring the applicant to enter into a S106 agreement to secure that:

1. The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a resident's or visitor's parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.
2. The residents of the new development are provided with one years free membership to the "car club scheme" to help mitigate the non provision of off- street parking".

6.12 Conservation Team

In design & conservation terms the proposal is considered acceptable subject to the selection and installation of high quality traditional facing materials to preserve or enhance the character and appearance of Highgate Conservations Area.

6.13 Building Control

No comments were received from Building Control.

6.14 Residents

A petition was received from 23 local residents objecting to the development on the grounds that:

- The current design to the rear fits in well with the Conservation Area;
- The raising of the height of the building will reduce the afternoon sun to the properties to the rear; and
- There will be a significant reduction in light overall to the properties to the rear affecting their "right to light".

- 6.15 Further objections were received from residents of Nos. 45, 41, 43, 45, 51, 47, 39, 49 and 53 Holmesdale Road and 43 Claremont Road, N6.

Built Form

- The site is visually intrusive to the rear due to the increase in height.

- The design is poor compared to the existing building, particularly to the rear, and will be detrimental to the character of the building and the Conservation Area.
- The reduction of the existing, original rear boundary wall to the rear of the site will be detrimental to the Conservation Area.

Residential Amenity

- The proposal will result in a greater level of overlooking and therefore a loss of privacy.
- The site will reduce sunlight and daylight to the back of the properties to the rear of the proposal site due to the increase in height.
- The development will increase levels of noise to properties to the rear.
- The development will increase levels of artificial light at night to properties to the rear.
- The reduction of the existing, original rear boundary wall to the rear of the site will be result in an increase in noise and overlooking.

Parking

- Parking is a concern as the proposal will exacerbate the existing local parking problems.

7. ANALYSIS / ASSESSMENT OF THE APPLICATION

- 7.1 The main issues in respect of this application are considered to be (1) Design, Form & Layout, (2) Impact on the Character and Appearance of the Conservation Area, (3) Impact on Residential Amenity, and (4) Transportation Issues.

Design, Form & Layout

- 7.2 The proposal must be considered from both an amenity and design perspective. Policy UD4 relates to the overall design and scale of the extension in regard to the site and the surrounding area. Policy UD3 relates to the impact of a development on the amenity of neighbouring properties and the locality generally. SPG1a states that extensions or alterations to buildings should be subordinate in scale to the original building and should respect its architectural character.
- 7.3 Objections have been received regarding the increase in height and its impact on amenity. Haringey's Design SPG states that the Council will take regard of the urban design elements of schemes for new development, alterations and extensions. The scale and design of the extension to the building, with the property located between two larger buildings, maintaining a stepped appearance of the roofs between the buildings is considered appropriate and in keeping with the terrace and the Conservation Area at this location.

- 7.4 The rear of the property is bounded by a high brick wall and the ground drops considerably to the residential properties of Holmesdale Road, N6. The rear gardens in Holmesdale Road are typically 16m in length from the rear of the original houses. Some of these properties have been extended into the rear gardens.
- 7.5 The dwelling mix is in-line with the dwelling mix for conversions and will result in 6 new residential units. The amenity space provided will be small and surrounded by high walls, the treatment of these walls with painted render will maximise the ingress of light into the lower floors. The layout is satisfactory with bedrooms located to the rear. The bedroom sizes are above the minimum required. The aspect and outlook of the properties to the rear are satisfactory, the ground floor being enclosed by walls, the upper floors having partial screening and a raised rear boundary fence/wall to reduce overlooking.
- 7.6 With regard to the commercial/retail unit, this location is not within a designated Employment Area, it is within a Local Shopping Centre, located between a church and a former car maintenance garage which has recently had permission for conversion to a retail unit to the ground floor. There has been concern expressed on the application as to whether the advertising has been sufficient or whether letting it has been difficult due to the building works. There has been information provided with the previous application to show marketing of the property.
- 7.7 The proposal does retain commercial/retail use to the building on the ground floor. The floorspace of the commercial unit has been reduced to allow for the residential accommodation to the rear. The floorspace of this is: 116m². This is a reasonable size for an independent office or retail unit and the flexibility to subdivide if demand for smaller units is also feasible giving an increase in the potential for business to occupy this space in the longer term. It is considered that proposed commercial unit is considerable acceptable and in line with planning policies UD3 General Principles and EMP4 Non-Employment Generating Uses.

Character and Appearance of the Conservation Area

- 7.8 The property was of two/three storeys, an extension into the basement, dropping floor levels has created three storeys with a mezzanine floor to the rear. The appearance of two storeys plus a roof has been retained within the design to the front of the property. The commercial unit has level access to the street.
- 7.9 The development should not dominate existing features important to the building. Policies CSV1, CSV5 and SPG2 relate specifically to alterations and extensions within conservation areas and seek to ensure the development preserves or enhances the special character of the area.
- 7.10 The Haringey Conservation officer has commented that the proposals are acceptable subject to the selection and installation of high quality traditional

facing materials. A condition relating to materials has been placed on this application. The replacement of the modernist shopfront with one of a more traditional design and the use of traditional timber fenestration to the floors above is considered in keeping with the buildings in this part of the Conservation Area.

- 7.11 The design and treatment to the frontage onto Archway Road in particular the new shopfront design and treatment to the front elevation of the building, will address the somewhat untidy nature of the site and will serve to enhance the appearance of the street and help improve the vitality and viability of this part of Archway Road.
- 7.12 Subject to the use of appropriate materials and detailing the proposal will serve to enhance the character and appearance of the conservation area. As such the proposal is considered to be in accordance with policies CSV1 'Development in Conservation Areas' and SPG2 'Conservation and Archaeology'.

Impact on Residential Amenity

- 7.13 The roof extension will be located at the front and the rear and would be set back from the rear building line at ground and first floor level. The retention of the existing high rear wall and the addition of timber screening associated with the rear windows to the mezzanine and first floors are proposed. As such, the roof and the rear facing windows will not result in any significant overlooking to the rear gardens of Holmesdale Road residents. The screens and retention of the wall will also reduce potential for noise pollution/nuisance and for light pollution at night into the gardens and homes to the rear.
- 7.14 Concern has been expressed at the loss of natural light into the gardens and homes to the rear. The extension to the roof will only result in a slight reduction in afternoon sun to these properties. Therefore it is considered that the development won't have a significant detrimental effect upon light levels and is considered to be acceptable in terms of residential amenity in line with policy UD3 General Principles UD4 Quality Design and SPD Housing.

Transportation Issues

- 7.15 Taking into account the PTAL rating for this site, and the proximity of the site to public transport it is considered that the new flatted units are suitable for a 'car-free' development. This will be secured by way of a Section 106 agreement and will prevent future occupiers from applying for residents parking permits under the terms of the relevant traffic management order. In addition Officers would also require the S106 to include the provision of one year's free membership to a "car club scheme" for residents of the new development to help mitigate the lack of off-street parking provision.

Environmental and Sustainability Issues

- 7.16 The scheme is a brownfield development, retaining some of the original building, is accessible by public transport and will meet Code 3 for Sustainable Homes.

Waste Management

- 7.16 The location has a twice daily collection of refuse and recycling, storage is therefore being provided within the residential units.

8. CONCLUSION

- 8.1 The scale, bulk, mass and design of the proposed extension to this building are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Archway Road will help improve the appearance of this part of Archway Road as well as its vitality and viability. The detailing and materials associated with the proposal will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with policies UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD.

9. RECOMMENDATION

RECOMMENDATION 1

- 9.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no, HGY/2011/1172 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that the 6 new residential units shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

(1.2) The developer to pay a administration / monitoring cost of £500.00 in connection with this Section 106 agreement.

RECOMMENDATION 2

9.2 That in the absence of the Agreement referred to in the resolution above being completed by 31st January 2012, planning application reference number HGY/2011/1172 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for the additional flatted units associated with this proposal to be 'car free' the proposal is considered contrary to policy M10 'Parking for Development' of the adopted Haringey Unitary Development (2006).

RECOMMENDATION 3

9.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

RECOMMENDATION 4

9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/1172 and the Applicant's drawing No.(s) 1011-PL-002a, 1011 003B, 1011-PL-004B, 1011-PL-011H, 1011-PL-010J, 1011-PL-012F, 1011-PL-013F. subject to the following conditions:

IMPLEMENTATION

1 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 development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

TRANSPORTATION

- 3 A Delivery and Service Plan shall be submitted to and approved by the Local Planning Authority prior to occupation - detailing how vehicular servicing to site will be managed to minimise impact on the TLRN of deliveries.

Reason: In order that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

MATERIALS

- 4 Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the external materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

- 5 Notwithstanding the application plans, elevations and sections, fully annotated and dimensioned elevation and section drawings of the proposed front shopfronts shall be submitted to and approved in writing by the Planning Authority prior to the commencement of work.

Reason: To ensure that the development is of a highest quality standard to preserve the character and appearance of Highgate Conservation Area.

CONSTRUCTION

- 6 The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays

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

- 7 The retail floorspace hereby permitted shall not be used for Class A3, A4 or A5 purposes within the Schedule to the Town and Country Planning Use Classes Order 1987 (as amended), or in any provision equivalent to that class in any

statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To ensure the retail floorspace associated with this development does not adversely affect the residential amenities of residents occupying the building or neighbouring residents.

- 8 Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development

- 9 The proposed rear timber screening and existing rear wall hereby approved shall be retained and maintained to the satisfaction of the local authority.

Reason: To safeguard the amenity of neighbouring properties with regard to overlooking.

- 10 Notwithstanding the detail shown on Drawing Ref: 1011-PL-010J, subdivision of the proposed commercial space to the ground floor shall not take place until precise details of the subdivision and the associated facilities to be implemented in connection with the development hereby permitted have been submitted to and approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to maximise viability of the proposed commercial unit.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel: 020 8489 5573) to arrange for the allocation of a suitable address.

REASONS FOR APPROVAL

The scale, bulk, mass and design of the proposed extension to this building are considered acceptable and will achieve an acceptable relationship with adjoining buildings and will not adversely affect the residential amenities of adjoining occupiers. The design and treatment to the frontage onto Archway Road will help improve the appearance of this part of the High Road as well as its vitality and viability. The detailing and materials associated with the proposal

will be sensitive to distinctiveness and character of the surrounding area and overall the proposal will preserve and enhance the character and appearance of the Conservation Area. The development is considered to be consistent with policies UD3 'General Principles', UD4 'Quality Design', HSG9 'Density Standards', HSG1 'Dwelling Mix', G10 'Conservation', CSV1 'Development in Conservation Areas', CSV5 'Alteration and Extensions in Conservation Areas', TCR1 'Development in Town and Local Shopping Centres' of the adopted Haringey Unitary Development Plan and Supplementary Planning Guidance SPG1a 'Design Guidance and Design Statements', SPG2 'Conservation and Archaeology', SPG6a 'Shopfront, Signage and Security' and the Council's 'Housing' SPD.