

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2006/2276

Ward: Noel Park

Date received: 17/11/2006

Last amended date:

Drawing number of plans PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02 & 030.

Address: 120 - 128 Mayes Road N22

Proposal: Outline planning application for demolition of existing 2 storey Job Centre and erection of 1 x 3 storey block comprising 1 x one bed, 5 x two bed and 3 x three bed self contained flats.

Existing Use: Employment/ B1 use

Proposed Use: Residential (C3)

Applicant: MrEric WilliamsonTrillium (Prime) Property Ltd.

Ownership: Land Securities Trillium

PLANNING DESIGNATIONS

Road - Classified

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions and Section 106 Legal Agreement.

SITE AND SURROUNDINGS

The application site is a rectangular shaped site, 0.1 hectare in size, with frontage onto Mayes Road and Jack Barnet Way. The site contains an existing 1950s two storey building (with a rear extension) stepped back from Mayes Road. This building has been used as a 'Job Centre', but this use has recently ceased and has moved to a new 'Job Centre Plus', located some 600 metres away at Granta House in Wood Green. The site has access along the south-eastern boundary through an under croft to an area of parking to the rear of the building. The existing building on site is set back from Mayes Road and has a large grass area with a small one bar boundary fence to the front.

This part of Mayes Road is generally residential in character. To either side of the application site are 1970s style residential maisonettes/ terraces with small front gardens. Jack Barnet Estate, to the rear of the application site, is a backland estate located between Mayes Road and Parkland Road, which is accessed by way of a pedestrian access which runs off Parkland Way, and which connects with other footpaths through to Mayes Road. This estate consists of small terrace properties with small courtyard front gardens. Further to the north west of the site there are a number of buildings used for commercial purposes. Mayes Road has a mix of building types and contains a number of Victorian suburban dwellings. Wood Green town centre is located 500 metres to the east of the site. The application site does not fall within a Conservation Area.

PLANNING HISTORY

HGY/2006/1737 - Demolition of existing buildings and erection of 2 x 3 storey blocks comprising 4 x one bed and 14 x two bed self contained dwelling units (outline planning application) – Refused 16/11/2006.

OLD/1979/0685 - Installation of five escape and five exit – Granted 11-04-79

OLD/1960/0699 - Use of land as buildings yard laying on concrete paving and erection of front boundary wall – Refused 31-01-60

OLD/1955/0524 - Erection of crown office. - 04-11-55

DETAILS OF PROPOSAL

This application is for the demolition of the existing building and for outline permission for the erection of one part three storey/ part two storey building comprising of a total of 9 flats (1 x one bed, 5 x two bed and 3 x three bed self contained flats). The proposed building will front onto Mayes Road. The job centre use has moved to a new 'Job Centre Plus' located at Granta House, Wood Green. This application is for outline permission and relates to the access, layout and scale of the new residential building, while reserve matters of external appearance (its visual impression, materials and decoration) and landscaping (planting and provision of gardens) will apply. A shared amenity space will be provided behind the proposed building.

CONSULTATION

Internal

Arboriculturist
Transportation
Cleansing
Legal Services

Building Control
Policy
Ward Councillors

External

Thames Water
1-32 (e) Jack Barnet Way
31 -51(o) Parkland Road
104 – 144 (e), 81-109 (o) Mayes Road
21 White Hart Lane
104c Mayes Road

RESPONSES

Building Control – Access for fire brigade vehicles and personnel is considered acceptable in this case.

Surface Water Drainage – Thames Water would advise that they would not have any objection to this planning application. In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer.

Water Comments – In regards to Water Infrastructure Thames Water have no objections. Thames Water recommend an informative in respect to water pressure.

Transportation - The proposed development is located where the public transport accessibility level (PTAL) is high, with Wood Green tube station a walking distance away. We have therefore considered that majority of the prospective residents of this site would travel by public transport, especially with the proximity of the underground station. There is also the presence of Wood Green controlled parking zone operating Monday to Saturday from 0800hrs to 1830hrs and Monday to Sunday from 0800hrs to 2200hrs, west and east of the site respectively, which provides adequate on-street car parking control at this location.

In addition, our interrogation with TRAVL trip prediction software revealed that, based on comparative London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1), a development of this magnitude (some 1155 sqm GFA) would only generate a combined traffic inflow/outflow of 3 vehicles in the am peak hour (worse case). We have subsequently considered that this level of generated car trips would not have any significant impact on the subsisting traffic or indeed the parking demand at this location.

Furthermore, this location has not been identified within the Council's SPG as that with car parking pressure. Also, owing to the high PTAL for this site, it is deemed that a development of this nature is suitable for a car-free development, hence we have accepted that the applicant does not need to provide car parking spaces.

Nevertheless, since there is the need to improve the conditions for cyclists at this location, we would be seeking some contribution towards the proposed extension to the cycle routes north and south of the site on Station Rd and Caxton Rd respectively. Consequently the highways and transportation authority would not object to this application subject to the conditions that:

- (1) The applicant enters into a S.106 agreement that "the residential unit is defined as 'car free'.
- (2) The applicant provides 10 cycle racks with secure shelter within the development site.

Design & Conservation Team - Have no objection to this development in terms of its height, mass, scale or position on the site. Although they accept that this application is for outline consent and realise that the 'external appearance' is not being considered at this stage they express concern about the use of balconies on the front elevation as shown in the illustrated drawings. They believe that these are not appropriate to the location and would recommend that they are not included in any detailed planning application

Waste Management - Space has been set aside for 2x 1100 litre Eurobins on the East side of the property. This should be adequate provided the guidelines as issued by Waste Management are adhered to. These guidelines have been forwarded to the agent and a condition has been placed on this consent for a detailed scheme for the provision of refuse, waste storage and recycling within the state.

No other comments have been received; any additional comments will be reported at the forthcoming Committee Meeting.

RELEVANT PLANNING POLICY

National Planning Policy

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

The London Plan - 2004

Policy 2A.3 Areas for Intensification
Policy 3A.1 Increasing London's Supply Of Housing

Policy 4B.3 Maximising The Potential Of Sites
Policy 4B.6 Sustainable Design & Construction

Adopted Unitary Development Plan, 2006

G1 Environment
G2 Housing Supply
AC1 The Heartlands/ Wood Green
UD2 Sustainable Design and Construction
UD3 General Principles
UD4 Quality Design
UD7 Waste Storage
UD10 Planning Obligations
EMP1 Defined Employment Area – Regeneration Area
ENV9 Mitigating Climate Change: Energy Efficiency
ENV11 Contaminated Land
HSG1 New Housing Development
HSG2 Change of use to Residential
HSG9 Density Standards
HSG10 Dwelling Mix
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M9 Car Free Residential Development
OS15 Open space deficiency and development
OS17 Tree Protection, Tree Masses and Spines

Supplementary Planning Guidance

SPG1a Design Guidance
SPG3a Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Vehicle and Pedestrian Movement
SPG9 Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations
SPG10c Educational Needs Generated by New Housing Development

ANALYSIS/ASSESSMENT OF THE APPLICATION

Principle of Residential Use

The application site is not located within a defined employment area. The existing use on site has moved to the new 'Job Centre Plus' facility, located some 600 m away at Granta House in Wood Green.

Given the constraints of the site, the fact that the previous employment use has been relocated and its siting within an established residential area outside the town centre, a residential use is considered to be acceptable for this site. The proposed development is considered to be in accordance with Policy HSG2 (Change of use to residential). The application site falls within the framework area of the 'Haringey Heartland Development Framework', but falls outside the core area.

Layout and Design

As discussed above the proposed development will consist of one part three storey/ part two-storey building fronting onto Mayes Road. The proposed building will sit 1.1 metres away from the flank wall of No 114 Mayes Road. There will be a 2.8 metre gap between the other flank wall of the building and the flank wall of No 130 Mayes Road. In determining the last application it was considered that there should be gap between the proposed building and the flank elevation of No 114, to reflect the fairly regular gaps/ breaks that exist between the various terraces along this side of Mayes Road and to differentiate between the two architectural styles.

In terms of the building line the proposed building will sit slightly forward of the building lines of the neighbouring terraces. Along the rear elevation the outer corners of the three storey section of the proposed building will line up with the third storey section of the neighbouring buildings. The outer corners of the two-storey sections will line up with the ground floor projecting sections to the front of No's 20 & 25 Jack Barnet Way.

Along the front elevation of the proposed building there will be two projecting sections with balconies above and large expanse of glazing along there front elevation. Along the rear elevation the building will have two x two storey projecting sections which will project out a further 1.6 metres beyond the main bulk of the building.

Bearing in mind the large footprint of the existing two-storey building on site, it is considered that the proposed replacement building will have no significant impact on the residential amenities of the adjoining occupiers. In fact the removal of the existing building on site, in particular the large expanse of walling along the north-western boundary of the site, will lead to a significant

improvement in the levels of daylight/ sunlight received to the front courtyards and windows along the front elevation of these adjacent properties.

The proposed building will have a pitched roof, similar in height to those of neighbouring buildings. All the room sizes of the proposed development are consistent with the floorspace minima identified in SPG 3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes. Separate storage and recycling space is also proposed in accordance with Council guidance.

While the matter of external appearance (its visual impression, materials and decoration) are a reserve matter, a finish of buff brickwork and built out panels has been suggested. Overall, the building fronting onto Mayes Road is now considered to be acceptable in terms of mass and height and its relationship with neighbouring properties.

The last submitted scheme include a second part two-storey, part three storey building to be located to the rear of the presently proposed building, directly adjacent to the back boundary of the site and up to the two side boundaries. The height and mass of the part two part three building fronting onto Jack Barnet Way was considered to be out of keeping with the adjoining building heights and it was considered that the presence of a third floor would lead to a significant degree of overlooking and contribute to a loss of privacy to the properties behind on Parkland Road. The windows on the third floor did not meet the distance requirements required for facing habitable windows, as outlined in SPG3b.

The Council also had concern about the siting of this building directly up to this back boundary. The space (which includes an ash tree), directly behind the rear boundary of this site onto Jack Barnet Way, provides an important break in the building mass. This space, although not well landscaped, is important to the amenity of the area and the residents of Jack Barnet Estate. In order to overcome these concerns the second building was omitted, as per the present scheme.

Residential Density

This residential part of the site encompasses an area of 0.1 hectares in size and will have a habitable room density of 290 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares.

In terms of the London Plan (2004), the plan categorises density ranges in terms of location, setting, existing building form and massing. Based on the density matrix (as shown in Table 4b.of the plan) the site is considered to be within an urban area with terrace house and flats are the predominant housing type, the site is close to a town centre and a density of 200-450 HRH would be acceptable.

The proposed residential density is therefore considered to be acceptable and to be in keeping with both the density standards of the Adopted UDP and the London Plan.

Affordable Housing

As the proposal is below the 10 unit threshold, no affordable housing provision is required.

Dwelling Mix

Policy HSG10 (Dwelling Mix) seeks to ensure a mix of housing types and sizes within developments to meet the range of housing needs in the borough. The recommended mix for private market housing is set out in SPG3a and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units.

As indicated above the proposed development will consist of 1 x one bed (11%), 5 x two bed (55%) and 3 x three bed (33%) self contained flats. On balance it is considered that the proposed mix meet this dwelling mix requirement.

Transportation

The Council's transportation team have considered that a residential development of this nature is suitable for 'car free'. The application site is located close to Wood Green town centre, enabling easy access for future residents to public transport, shopping and local services. The site has a public transport accessibility (PITAL) of 6. However, it is necessary to point out that no residents would be entitled to apply for residents parking permits under the terms of the relevant traffic management order.

As this will be a car free development it is considered necessary to improve the conditions for cyclist at this location. The Council would therefore seek some contribution towards the proposed extension of the cycle routes north and south of the site onto Station Road and Caxton Road. The highway and transportation authority have therefore asked for a £10,000 contributions towards enhancing the cycle routes in the vicinity of this site.

Amenity Space

All of the units will benefit from some form of external amenity space. A large communal open space in excess of 240 sqm will be provide behind the proposed block, and is in accordance with the requirements recommended in SPG3a (minimum of 70 sqm for 9 units). The majority of the units will also benefit from private balconies.

Impact on Trees

There are no trees on site which are protected by TPO legislation. There is one Ash trees (what appears to be a self-seeded tree) located immediately outside the north-eastern corner of the site. The Council's Arboriculturist has states that this tree does not merit protection by way of a TPO. This proposal will not lead to a loss of this tree.

Sustainability & Environmental Issues

Within the recently adopted Unitary Development Plan and London Plan there are strong policy requirements requiring sustainability and green elements to be incorporated into high density scheme of this nature. 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 has been submitted with this application. A number of sustainability measures have been referred to (namely, the development being car free, provision of internal recycling storage, use of glazing to maximise passive solar gain) but the majority of these issues cannot be fully considered until the detailed staged.

Policy ENV2 requires development to incorporate sustainable drainage system (SuDs), where feasible, irrespective of whether the site falls within a flood risk area or not. As indicated in the sustainability checklist this will be agreed and provided as part of a landscaping scheme (a reserve matter). The application site is not located within a flood risk area. The application site will have a reasonable amount of open space and is flat in nature and would therefore not lead to a significant degree of surface water runoff.

Waste Storage

Facilities for waste and recycling materials have been included in this scheme and consists of a shared waste storage facility provided at ground floor level, which can be accessed directly from the street.

Section 106 items

Under the terms of Circular 05/2005 Planning Obligations, and in line with Supplementary Planning Guidance 10 'The Negotiation, Management and Monitoring of Planning Obligations' and 10b 'Educational Needs Generated by New Housing', it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size of and scale of the development. The education contribution as per the formula in SPG 10a 'Educational Needs', which amounts to £48,600.

Under the terms of Circular 05/2005 Planning Obligations, and in line with Supplementary Planning Guidance 10 'The Negotiation, Management and Monitoring of Planning Obligations' and Policy UD8 'Planning Obligations' an environmental contribution of £10,000.00 is also required for environmental

improvements to the area. As outlined above the Council's highway and transportation team have asked for a £10,000 contributions towards enhancing the cycle routes in the vicinity of this site.

SUMMARY AND CONCLUSION

The scheme proposes a new residential development on this 0.1 hectare site which is located next to a residential area, consisting of a mix housing types - predominantly small terraces properties and maisonettes. The current application follows the refusal of previous schemes for the site. The Council supports the redevelopment of the site for residential use and consider the height, mass, scale and position of the proposed building on site to be acceptable. A proposed development of this nature is considered suitable for 'car free' given that the site is located close to Wood Green town centre and is within easy access of public transport, shopping and local services. The applicants are willing to enter into a Section 106 agreement in relation to education, transport and environmental contributions, therefore making a total contribution of £68,600. There have been no objections to this application from local residents and it is considered that current scheme has incorporated appropriate changes in response to the planning issues identified in the previous refusal. Given the above this application is recommended for approval.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows:(1) That OUTLINE planning permission be granted in accordance with planning application no. HGY/2006/2276, 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 contribution of £48,600.00 towards educational facilities within the Borough (£22,906.00 for primary and £25,694.00 for secondary) according to the formula set out in Policy UD10 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006.

(1.2) A contribution of £20,000.00 towards environmental improvements within the locality.

(1.3) A sum of £200.00 shall be made 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 residential units hereby approved 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).

(1.4) Plus 5% of this amount as recovery costs / administration / monitoring which equates to £3,440.00. This gives a total amount for the contribution of £72,240.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed within two months of the date of approval, planning application reference number HGY/2006/2276 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education, cycle route improvements and environmental improvements the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

RECOMMENDATION 3

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2006/1975 and Applicant's drawing No.(s) PL(03)001, 002 rev 01, 003 rev 01, 010 rev 03, 011 rev 03, 012 rev 03; PL(04)010 rev 02; PL(05)001 rev 01, 002, 010 rev 02, 011 rev 02, 014 rev 02, 015 rev 02, 021 rev 02 & 030 subject to the following conditions:

1. Application must be made to the Local Planning Authority for approval of any matters reserved in this OUTLINE planning permission, not later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:
 - a) The expiration of 3 years from the date of this permission.or
 - b) The expiration of 2 years from the final date of the approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. This permission is granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

a) external appearance

b) landscaping.

Full particulars of these reserved matters, including plans, sections and elevations, all to an appropriate scale, and any other supporting documents indicating details of

i) the materials to be used on all external surfaces

ii) details of boundary walls, fencing and other means of enclosure shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town & Country Planning (Applications) Regulations 1988, which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. 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.

4. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the 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. That details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

6. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. Reason: In order to protect the amenities of the locality.

7. No development shall commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

8. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

9. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

10. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

INFORMATIVE: No residents will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development.

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.

INFORMATIVE: The proposed development requires a redundant crossover to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

INFORMATIVE: - In regards to surface water drainage Thames Water point out that it is the responsibility of the developer to make proper provision for drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control and encourages its appropriate application where it is to the overall benefit of our customers. Hence, in the disposal of surface water, Thames Water will recommend that the Applicant a) Looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution b) check the proposals are in line with advice from the DETR which encourages, wherever practicable, disposal on site without recourse to the public sewerage system - for example in the form of soakaways or infiltration areas on free draining soils c) looks to ensure the separation of foul and surface water sewerage on all new developments.

INFORMATIVE:- Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

REASONS FOR APPROVAL

The current application follows the refusal of previous schemes for the site. The height, mass, scale and position of the proposed building on site is now considered to be acceptable and has incorporated appropriate changes in response to the planning issues identified in the previous refusal. The proposed development will not give rise to a significant loss of privacy or result in a significant degree of overlooking to neighbouring properties and in fact the reduction of the building footprint when compared to the existing building will improve the daylight/ sunlight levels received to the front gardens and windows along the front elevation of these nearest properties in Jack Barnet Estate. The proposed development is considered consistent with Policies UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Developments', HSG2 'Change of use to Residential', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) plan and SPG1a 'Design Guidance and Design Statements', SPG3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight', SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.