

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/2036

Ward: Noel Park

Date received: 28/09/2007

Last amended date: 12/11/2007

Drawing number of plans: BA9630607/01, 02, 03; PL-01, PL-02A to PL-07A incl.

Address: 120 - 128 Mayes Road N22

Proposal: Alterations and extensions to the existing building, including the creation a ground and first floor front extension and recessed part second floor extension to create a three storey building comprising of 528 sq.m of B1 space at ground floor level with 9 self contained units at upper levels, along with 17 secure cycle spaces and 2 off street car parking spaces.

Existing Use: B1

Proposed Use: Mixed Use B1 / C3

Applicant: Mr Tony Savva, Compton Homes Ltd

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer Contact: Matthew Gunning

GRANT PERMISSION subject to conditions and subject to 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 Barnett 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 at Granta House in Wood Green. The site has an arched access along the south-eastern boundary which provides access to the rear of the property. 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 Barnett 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/2006/2276 - 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 –Approved 20/03/2007

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

The proposal is for alterations and extensions to the existing building, including the creation a ground and first floor front extension and recessed part second floor extension to create a three storey building comprising of 528 sq.m of B1 space at ground floor level with 9 self contained units at upper levels; along with 17 secure cycle spaces and 2 off street car parking spaces to the rear of the site. The residential accommodation will consist of 1 x studio, 3 x 1 bed, 4 x 2 bed and 1 x 3 bed units.

CONSULTATION

Internal

Transportation

Cleansing

Legal Services

Building Control

Policy

Ward Councillors

External

Thames Water

1-32 (e) Jack Barnett Way

31 -51(o) Parkland Road
104 – 144 (e), 81-109 (o) Mayes Road
21 White Hart Lane
104c Mayes Road

RESPONSES

London Fire & Emergency Planning Authority – Are satisfied with the proposal.

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 200hrs, 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 database has revealed that, based on comparative London sites (Albion Wharf - SW11, Fraser Ct - RM1, Leathermarket Ct - SE1, Parliament View - SE1 and Watergardens - SM1 and other similar offices), the residential and office aspects of this development would only generate 3 combined vehicle movements, in and out of this site, in the critical morning peak hour. We have subsequently considered that this level of car trips would not have any significant adverse impact on the existing traffic or indeed car parking demand at this location. Moreover, this location has not been identified within the Council's UDP as that with car parking pressure. We also took into account the high PTAL for this site and deemed that a development of this nature is suitable for a car-free development and hence would not require car parking spaces. Notwithstanding, the applicant has proposed 2 car parking spaces and 17 cycle racks with secure shelter, as detailed on Plan No.PL-02.

However, there is the concern that cyclists are hindered by the general lack of highway safety features, for these vulnerable road users along Mayes Road, especially around its junction with Coburg Road and Caxton Road. As part of the cycling study for this area this year, we have identified a series of measures geared towards enhancing the sub-standard cycle route 'Link 78' including the introduction of parking/entry treatment schemes, with the appropriate costs already documented. We will therefore be seeking some financial contribution towards executing these works, which are predominantly in the immediate vicinity of this development. Consequently the highway and transportation authority would not object to this application subject to the conditions that the applicant contributes by way of Section 106 agreement, £15,000 towards schemes tailored towards assisting cyclists, in the vicinity of this proposed development and that the residential element of this proposal is defined as 'car free' and therein future occupiers will not be entitled to apply

for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.

Local residents - Letters of objection have been received from the following residents - 8, 15, 16, 17, 18, 22, 28 Jack Barnett Way – and are summarised as follows. A letter has been received from Lynne Featherstone MP supporting the objections raised by local residents.

- Height of the building will result in loss of light to gardens and windows;
- Loss of privacy / overlooking;
- Lack of parking space;
- Disruption and noise;
- Noise associated with the new residential units will impact amenity and peaceful nature of Jack Barnett Estate;
- Concern / uncertainty about the commercial use;
- The proposed building materials will be out of keeping with the character of Mayes Road;
- Extra volume of cars would have a negative affect on the already noisy road – Mayes Road.

Thames Water – In regards to sewerage and water infrastructure Thames Water have no objection.

Note: Local residents were re-consulted on the amended plans on 15/11/07 and any further comments will be reported at the Planning 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
UD6 Mixed Use Development
UD7 Waste Storage
UD10 Planning Obligations
EMP1 Defined Employment Area – Regeneration Area
ENV9 Mitigating Climate Change: Energy Efficiency
HSG1 New Housing Development
HSG2 Change of use to Residential
HSG9 Density Standards
HSG10 Dwelling Mix
EMP5 Promoting Employment Uses
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M9 Car Free Residential Development

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

This application follows on from a previous approval for the demolition of the two storey job centre and erection of a three storey block comprising of 9 self contained units. The main issues in regards to this application are considered to be (1) principle of a mixed use scheme, (2) the design and bulk of the proposed extensions, (3) the layout/ standard/ mix of accommodation of the proposed residential units, (4) impact on the amenity of adjoining occupiers.

Principle of a Mixed Use Scheme

The application site is not located within a defined employment area. The 'Haringey Heartland Development Framework' along with AC1 (The Heartlands/ Wood Green) encourage redevelopment and intensification of use. The redevelopment of this site will still retain a high proportion of BI space.

The redevelopment of this site with a mixed use scheme is in accordance with the broader principles of Central Government Planning Policy, namely with paragraph 27 of PPS1 which seeks to "to promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings'. This is also reflected in policy UD6 'Mixed Use Development' which states that where "where appropriate development should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport accessibility and within major new development'.

The principle of 9 residential units for this site was established by way of most recent approval (Planning Ref: HGY/2006/2276 approved 20/03/2007). The application site is located within an established residential area, close to Wood Green town centre and close to a number of public transport facilities. Residential development is considered appropriate for this site and to be in accordance with the sequential approach advocated in policy HG1 'New Housing Development'.

This site has an area of 0.1 hectares in size. This residential element of the proposal will have a habitable room density of 461 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.

Design & Bulk of the Proposed Extensions

The proposal will involve a ground and first floor front extension and the creation of a part second floor extension. At ground floor level the front extension will project forward 6 metres, to line up with the terraces to the either side. This extension will span the full width of the property but will retain an arched entrance to the side which will provide access to the rear of the

site. The first floor front extension will be stepped back (2.6 metres) from the ground floor, therefore providing space for roof terraces to the first floor flats.

The second floor extension will sit largely above the existing building and will project back 8.6 metres. The depth of the top floor has been reduced to address concerns about the loss of visible sky and consequently the levels of light/ outlook from the front windows and front gardens of the properties to the rear in Jack Barnett Estate, in particular No's 5-12 Jack Barnett Way. The second floor has been reduced by approximately 6.6 metres and will now line up with the rear building line of No's 114 and 130 Mayes Road. The roof ridge of the top floor will sit in line with the parapet wall/ roof ridge of 114, while on the other side it will sit marginally above the parapet wall/ roof ridge of No 130. Overall the height of the proposed extended building will be in keeping with the predominant heights of adjoining buildings and the overall streetscene.

In terms of facing material the front elevation will incorporate brickwork (yellow), large modern dark framed windows, glass balustrades and red cedar cladding on the recessed top floor. Overall the proposal to extend and reconfigure the front elevation will give this building a clean, modern appearance which will improve the buildings legibility and interface with the street. The new front elevation will help to give relief to the drab and utilitarian façade to the buildings to either side and relief to the dominance of dark brick. A strip of landscaping will be retained between the new front elevation and the back edge of the pavement which will improve the appearance and setting of the building.

Layout / standard & mix of Residential Accommodation

As discussed above the residential accommodation will consist of 9 self contained units. The first floor will consist of one studio unit (33 sq.m), 1 x one-bed unit (52 sq.m), 3 x two-bed units (68 sq.m, 78 sq.m, 88 sq.m) and 1 x three-bed unit (88 sq.m). The second floor will consist of 2 x one-bed units (both 48 sq.m in size) and 1 x two-bed unit (60 sq.m). All of the unit sizes and room sizes are consistent with the floorspace minima identified in SPG 3a. The six street facing residential units will have generous sized roof terraces. One of the units on the eastern side of the building will have two small first floor terraces surrounded by 1.7 metre high obscured glass privacy screens which will prevent direct overlooking to neighbouring properties. Another of the rear facing first floor residential units will have a large terrace area which will sit next to the gable end of No 21 Jack Barnett Way. This roof terrace will also be surrounded by a 1.7 metres high obscured glazed screen.

In terms of the dwelling mix policy HSG10 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.

The proposed development will consist of 3 x one bed, plus a studio unit (44.5%), 4 x two bed (44.5%) and 1 x three bed (11%) units. Whilst it is

acknowledged that the initial mix of 3 x one, 3 x two and 3 x three bed units represented a more appropriate mix, on balance given the constraints of the site and the need to reduce the size of the top floor, the proposed mix, as amended, is considered acceptable. It is acknowledged that flatted development of this nature have limited potential to accommodate larger family size units. On balance the proposed mix is considered to be acceptable.

Impact on Residential Amenity

As noted above the depth of the top floor has been reduced to address concerns about the loss of visible sky and consequently the levels of light/ outlook from the front windows to No's 5-12 Jack Barnett Way. The light levels/ outlook in respect of these properties are restricted as it stands because of the layout of this small estate and the height and depth of the existing job centre building. The additional floor will now appear less dominant and will not adversely affect the visual and residential amenities of neighbouring occupiers in Jack Barnett Estate. There will be a number of habitable room windows on the side and rear elevation of the first floor central wing of the building. There is already a large amount of glazing on the west elevation at first floor level which faces (at right angle) towards neighbouring properties. The proposed habitable windows along this elevation will not lead to significant overlooking/ loss of privacy to neighbouring occupiers.

As discussed above there will be two terraces on the eastern elevation of the first floor rear wing which will have a 1.7 metres high obscured glazed privacy screens to minimise overlooking/ loss of privacy from this side of the building. Along the rear elevation of the first floor wing there will be two habitable windows which will be 27 metres away from the first floor rear windows to the properties behind on Parkland Walk. There are already windows along this rear elevation. The majority of the windows on the rear elevation of top floor will serve a corridor/ staircase. It will be conditioned that these windows be obscure glazed. Overall the scheme has been designed with sensitivity to minimise overlooking/ undue loss of privacy of neighbouring occupiers.

Affordable Housing

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

Transportation

The proposed development is located where the public transport accessibility level (PTAL) is high, with Wood Green tube station within walking distance. The Council's transportation team consider that the 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 200hrs, west and east of the site respectively, which provides adequate on- street car parking control at this location.

It is considered that the residential and office aspects of this development would only generate 3 combined vehicle movements, in and out of this site, in the critical morning peak hour. It is subsequently considered that this level of car trips would not have any significant adverse impact on the existing traffic or indeed car parking demand at this location. Moreover, this location has not been identified within the Council's UDP as that with car parking pressure. Taking into account the high PTAL rating for this site it is considered that this site and the nature of the development is 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. The proposed scheme will provide 17 secure cycle spaces along the back boundary of the site as well as two car parking spaces which will be allocated to the ground floor commercial space.

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. A sustainability checklist has been submitted with this application which refers to a number of sustainability measures; namely, the development being largely contained within the shell of an existing building, the proposal being car free and the use of glazing for passive solar gain.

Waste Storage

An enclosed bin storage area will be sited along the eastern side of the building immediately inside the arched entrance.

Planning Obligations/ Section 106

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

In line with Supplementary Planning Guidance SPG10c, it is appropriate for the Local Planning Authority to seek a financial contribution towards the cost associated with the provision of facilities and services arising from additional demand generated for school places. The education contribution associated with this development is calculated to amount to £27,900.00.

The Council's Transportation Officer has concern that cyclists are hindered by the general lack of highway safety features along Mayes Road, especially around its junction with Coburg Road and Caxton Road. As part of a cycling study for this area this year a series of measures geared towards enhancing the sub-standard cycle route 'Link 78', including the introduction of parking/entry treatment schemes, were identified. The Local Planning Authority therefore seeks some financial contribution towards executing these works, which are predominantly in the immediate vicinity of this development. A contribution of £15,000.00 is therefore sought.

It is also requested that the residential unit are defined as 'car free' by Section 106 and that no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development". A contribution of £1,000.00 is sought towards the amendment of the TMO.

SUMMARY AND CONCLUSION

The proposed scheme is for alterations and extensions to the existing building and its conversion into 9 self contained units with 528 sq.m of B1 space at ground floor level. The front elevation of the proposed building will be extended and reconfigured and will overall give the building a clean, modern appearance which will improve the buildings legibility and interface with the street. The proposed redevelopment of this site with a mixed use scheme is considered acceptable given the proximity of the site to Wood Green town centre and its accessibility to public transport and local services. A mixed use scheme will also contribute to the development objectives for the area set out in the 'Haringey Heartland Development Framework' The density of the proposed residential development is considered appropriate for a built up site of this nature given its close proximity to good transport links and a town centre. The scale, bulk and mass of the proposed development, as amended, is considered to be acceptable and will not give rise to a significant reduction in the daylight/ sunlight levels receivable to the windows/ front gardens to the neighbouring properties in Jack Barnett Estate, nor will it give rise to a significant degree of overlooking, significant loss of privacy to these neighbouring properties. The proposed development is considered to be in accordance with policies AC1 'The Heartlands/ Wood Green', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Development', HSG1 'New Housing Developments', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', EMP5 'Promoting Employment Uses', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) plan and SPG1a 'Design Guidance and Design Statements', SPG3a 'Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime

Homes', 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'. Given the above this application is recommended for APPROVAL.

RECOMMENDATION 1

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2007/2036, 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 £27,900.00 towards educational facilities within the Borough (£13,150.00 for primary and £14,750.00 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 £15,000.00 towards highway/ cycle lane improvements within the vicinity of the site.
- (1.3) A sum of £1,000.00 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 £2,195.00. This gives a total amount for the contribution of £46,095.00.

RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above being completed by 24th December 2007, planning application reference number HGY/2007/2036 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

In the event that the Planning Application is refused for the reasons set out in resolution (4) 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

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2007/2036 and Applicant's drawing No.(s) BA9630607/01, 02, 03; PL-01, PL-02A to PL-07A incl: subject to the following conditions:

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.
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.
3. 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. These should include details of external treatment to the existing rendered walls on the north-western elevation.
Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.
4. 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 sit

5. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the front of the application site with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the completion of the development; such landscaping shall be implemented within 6 months of the completion of the development.

Reason: In order to ensure a satisfactory setting for the proposed development and in the interests of the visual amenity of the area.

6. Before the building hereby permitted is occupied the proposed windows along the rear elevation of the building serving the main staircase and second floor corridor shall be glazed with obscure glass only and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

7. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated , a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area.

8. Before the development hereby permitted is occupied the parking spaces shown on the approved plans shall be provided and shall not thereafter be used for any purpose other than the parking of vehicles in connection with the ground floor commercial use.

Reason: To ensure that parking is provided in accordance with the Council's standards.

9. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the commercial part of this mixed use scheme shall be used as a B1 only and shall not be used for any other purpose including any purpose within Class B8 unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable.

10. 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 any 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.

11. 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 1200 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.

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: 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: 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.

INFORMATIVE: A separate application will be required for the display of signage to the ground floor commercial unit.

REASONS FOR APPROVAL

The proposed redevelopment of this site with a mixed use scheme is considered acceptable given the proximity of the site to Wood Green town centre and its accessibility to public transport and local services. The density of the proposed residential development is also considered appropriate for a built up site of this nature given its close proximity to good transport links and a town centre. The scale, bulk and mass of the proposed development, as amended, is considered to be acceptable and will not give rise to a significant reduction in the daylight / sunlight levels receivable to the windows / front gardens to the neighbouring properties in Jack Barnet Estate, nor will the proposal give rise to a significant degree of overlooking, significant loss of privacy to these neighbouring properties. The proposed development is considered to be in accordance with Policies AC1 'The Heartlands / Wood Green', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Development', HSG1 'New Housing Developments', HSG9 'Density Standards', HSG10 'Dwelling Mix', M3 'New Development Location and Accessibility', EMP5 'Promoting Employment Uses', M9 'Car Free Residential Development' and UD10 'Planning Obligations' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance and Design Statements', SPG3a 'Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes', 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'.