

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2009/1131

Ward: Noel Park

Date received: 01/07/2009

Last amended date: 01/09/2009

Drawing number of plans: E01-00, E01-01, E01-02, E02-00, E02-01, E03-01, P02-00A, P02-01A P02-02, P02-RFA, P03-00A, P03-01A, P03-02 & 3D-01-15.

Address: Site of Alexandra Works, 50 Clarendon Road N8

Proposal: Demolition of existing buildings and erection of a new three storey building to include 6 x new commercial units (B1 uses) and residential units, comprising of 5 x one bed and 1 x two self contained flats (amended description)

Existing Use: B1 / Sui Generis

Proposed Use: B1 & B2

Applicant: MIS Properties

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Borough Road

Officer Contact: Valerie Okeiyi

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site is an irregular shaped backland site located behind properties No's 33 to 43 Hornsey Park Road. The site has frontage onto Clarendon Road along the southern boundary, adjoins the rear gardens of properties on Hornsey Park Road along the eastern boundary and adjoins the 'Virgin' building site along the western boundary.

The site that is now vacant consists of one large part single part two storey building and was occupied by two garages; one general car repair garage and the other a specialised garage for the tuning of Formula One racing cars. A number of small businesses occupied the first floor level, including a Greek TV station and a stainless glass panel manufacture.

The existing building has a painted brickwork finish, metal windows and asbestos concrete corrugated roofing. The building is generally in a poor state of repair. The use of the building, in particularly the first floor is restricted by the internal floor to ceiling height and the numerous level changes.

The site is accessible from three different points. The main access is from the southern facing frontage fronting onto Clarendon Road. There is also a right of way onto the western side of the site, between two existing industrial buildings, onto Clarendon Road. The third access is via a single lane access road which runs off Hornsey Park Road and between the flank elevations of No's 41 and 43 Hornsey Park Road. The majority of the application site is located with the 'Haringey Heartlands Development Framework Area' and a 'Defined Employment Area' (Clarendon Road Industrial Area). The application site does not fall within a Conservation Area.

PLANNING HISTORY

HGY/1992/0880 - Extension to existing mezzanine to form new first floor and alterations to facades. – Granted 02-03-93

HGY/1994/0050 - Alterations to elevations including installation of new windows. – Granted 08-03-94

HGY/1994/0773 - Erection of 1.8m satellite dish to front of building. – Granted 12-07-94

HGY/2000/1064 - Erection of a three metre high digital antenna on existing roof structure. – Granted 12-09-00.

HGY/2006/1975- Demolition of existing buildings and erection of 3 storey building with 413.2 sqm of commercial (B1) floorspace at ground and 1st floor level and 2 x one bed and 3 x two bed flats at ground, 1st and 2nd floor levels with associated bin and cycle storage and parking. REF-04-12-06 – Appeal dismissed on the 11th of June 2008

DETAILS OF PROPOSAL

This application is for the demolition of the existing building and its replacement with a new mixed use scheme; comprising of employments (B1) and residential use (C2). The scheme will consist of a three storey building fronting onto Clarendon Road. A similar scheme was dismissed on appeal on the 11th of June 2008.

The proposed building that has been further amended to include a 3m set back on second floor level that will now accommodate 5 x one bed and 1 x two bed self contained flats on the first and second floor and 6 commercial units with 725sqm

of commercial floor space on ground, first and second floor level. The proposed development will be accessed via the access point off Hornsey Park Road and the right of way onto Clarendon Road. This scheme will also have associated landscaping, bin and cycle storage and 4 car parking spaces at the rear end of the site.

A similar scheme was submitted Ref:HGY/2006/1975 but was refused due to the loss of a significant amount of employment floorspace (413.2sqm) in the form of small scale employment units.

CONSULTATION

Transportation
Cleansing
Legal Services
Building Control
Strategic and Community Housing
Ward Councillors
Crime Prevention
London Fire Brigade
23-105 (o) Hornsey Park Road
60 - 70,50a, b, c, 36, 32, 33 Clarendon Road
First floor, 30 Clarendon Road
Unit B, 30 Clarendon Road
Clarendon Day Centre, 20
11 – 19 (o) Clarendon Road
1 The Ave
12 – 52 (e) Hornsey Park Road
West Indian Cultural Centre
Thames Water

RESPONSES

Arboriculturist comments for application reference HGY/2006/1975 – Require that a planning condition be placed specifying the planting of a replacement tree to mitigate against the loss of the Eucalyptus tree, and additional new trees to increase overall tree cover. The Council's Arboriculturist Officer considered that this development can be constructed with no detrimental effects on any significant trees.

Building Control – Access for Fire Fighting is not considered acceptable as there are no suitable turning facilities within the site, appliances will not be within 45m of all flat entrance doors.

Comment: This will be addressed by provision of Dry Risers.

Transportation - This proposed development is located in an area with medium public transport accessibility level, with the busy bus route Turnpike Lane, which offers some 35 buses per hour (two-way), for frequent connection to/from Turnpike Lane station. It is therefore deemed that majority of prospective

residents and some clients/staff of the B1 units of this development would use public transport for their journeys to/from the site. In addition, this site has not been identified within the Council's SPG as that renowned to have car parking pressure. The site is also located within the Wood Green Outer CPZ operating Monday - Saturday 0800 - 1830hrs and it abuts the Wood Green Inner CPZ operating Monday - Sunday 0800 - 2200hrs, which provides adequate on-street car parking control at this location.

This is an application for the proposed development which has previously been refused (Ref: HGY/2006/1975) on employment grounds. The applicant has taken into consideration some of the comments in the planning report in respect of the parking provision and has provided only 4 parking spaces for the B1 use, none for the residential units and 6 (six) secure cycle racks. The applicant has also indicated that the residential units could be dedicated as 'car free' development.

Using the TRAVL database for comparable sites to assess the forecast trip generation, it is expected that for the B1 units there will be 17 incoming vehicle trips and 12 outgoing vehicle trips during the morning peak. During the evening peak there will be 6 inbound vehicle trips and 17 outbound vehicle trips. We have subsequently considered that this proposed development would not have any significant impact on the subsisting generated car trips or indeed car parking demand at this location.

However, we do have concern for the unsuitable vehicular access: Whilst it is recognised that the Hornsey Park Road access is currently being used, we have considered that, taken into account the level of the generated traffic associated with the B1 use (17 vehicles in the am peak), it is very narrow (approximately 3.0m wide and 41m long) and would cause increased pedestrian/vehicle and vehicular conflict, should its usage be intensified. However since the inadequacy of the access onto Hornsey Park Road was not a reason for refusing the previous application and not covered in the Inspectors Report, it is therefore considered that the issue of the access for the proposed development is not a reason for refusal of the current application.

Virgin Media – There are concerns with the scale of the development and close proximity to the two Virgin Media buildings as during the development stage vibration and dust will be a cause for concern to their existing equipment. There is also concerns with the removal of the asbestos roof that could cause a health concern to staff. The access between the two buildings is also a concern

RELEVANT PLANNING POLICY

National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Guidance 3: Housing
Planning Policy Guidance 4 Industrial Commercial Development and Small Firms
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise

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 and 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
UD8 Planning Obligations
EMP1 Defined Employment Area – Regeneration Area
EMP3 Defined Employment Area – Employment Locations
ENV9 Mitigating Climate Change: Energy Efficiency
ENV11 Contaminated Land
HSG1 New Housing Development
HSG9 Density Standards
HSG10 Dwelling Mix
M3 New Development Location and Accessibility
M4 Pedestrian and Cyclists
M10 Parking for Development
OS15 Open space deficiency and development
OS17 Tree Protection, Tree Masses and Spines

Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements
Housing SPD (October 2008)
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
SPG3c Backlands Development
SPG4 Access for All – Mobility Standards
SPG5 Safety by Design
SPG7a Parking Standards
SPG7b Vehicle and Pedestrian Movement

SPG8a Waste and Recycling
SPG9a Sustainability Statement
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

ANALYSIS/ASSESSMENT OF THE APPLICATION

Principle of Residential Use/ Commercial Use

Although the application site is located within a defined employment area as per policy EMP1 this policy read in conjunction with policy AC1 (The Heartlands/ Wood Green) encourage redevelopment and intensification of use. The redevelopment of this site will still retain a high proportion of employment use on site.

The application site falls in side the south eastern corner of the 'Haringey Heartlands Development Framework Area' which was adopted in April 2005. This scheme for this site meets the development principles of the Development Framework for this area, which seek to make appropriate provision for high density employment uses as part of a mixed use schemes.

The redevelopment of this site is also in accordance with the broader principles of Central Government Planning Policy (PPGa and PPSs), in 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'.

The proposal provides 6 x new commercial units (B1 use) with 725sqm of commercial floor space compared to the previous planning application Ref:HGY/2006/1975 which only provided 413sqm of commercial floor space contrary to policy EMP1 and the Haringey Heartlands Development Framework. As this current proposal has addressed the previous reasons for refusal dismissed by the inspector on appeal by providing a higher level of commercial floor space the proposal would achieve significant new employment spaces particularly for small businesses that is appropriate for this scheme.

Guidance from the Central Government and the London Plan set housing targets for Local Authorities. The London Plan sets housing targets for individual Boroughs for the period up to 2016. These targets are generally reflected in Unitary Development Plan policy HSG 1 New Housing Developments. This development will contribute towards the Council meeting its target. The pressure of land for new housing in the Borough means that infill and previously developed sites are increasingly considered for housing development. Policy AC1 seeks to ensure that development should have regard to the development framework for the area which seek to ensure comprehensive and co-ordinated development would provide a minimum of 1000 new homes

The provision of residential on the site would therefore make a useful contribution to the Boroughs housing stock. The site is located in close proximity to a established residential area and close to a number of public transport facilities.

The proportion of residential use proposed within the scheme is appropriately balanced with commercial use to effectively reflect the policies and objectives for the site designated as a Defined Employment area and Haringey Heartlands Development framework.

Use of the Commercial Building

Under the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the proposed B1 use could be used for either office (other than uses within Class A2), research and development and light industrial uses. In this instance a condition will be placed on this consent restricting the permitted change of part of the floorpace to a B8 (storage and distribution) use. This condition is considered necessary because of the restrictive access arrangements to the site and the difficulties that may arise from some B8 uses (i.e. trade counter use).

Layout and Design

The ground floor will be occupied by commercial units 1 – 4 and first and second floor level will be occupied by commercial unit 5 –6 towards the rear section of the building.

The first and second floor levels after further amendments will consist of 5 x 1 bed and 1 x 2 bed self contained flats that will occupy the front section of the proposed building. The one bed units will have a floor area of 59.9sqm and the two bed unit will have a floor area of 73sqm. All the room sizes of the proposed development are consistent with the floorspace minima identified in the Housing SPD (October 2008).

In the previous scheme the proposed building was divided into two separate blocks i.e. the front section for residential and the rear section for commercial with a courtyard separating the two buildings. This has now been linked forming one building providing more commercial space.

The scheme provides external amenity space which would be appropriate to the needs of future occupants in the form of balconies fronting Clarendon Road and facing towards the rear gardens of the houses at 53 – 41 Hornsey Park Road. It will also provide a large communal garden (125sqm) on roof level.

The three storey building will match the adjacent 'Virgin' building, in terms of its height and its relationship to the street. However after further amendments to reduce the bulk of the building, the three storey section now steps down to two storeys on the side of the building which adjoins the sites boundary line along the rear gardens of the properties on Hornsey Park Road. This is now similar to the previous scheme that the planning appeals inspector had no objection to although the appeal was dismissed. The lift shaft in multi red stock will not be highly visible from the street frontage. The building will have a flat roof that will also facilitate a green roof.

The ground floor commercial use of the building is characterised and highlighted by recessed glazed façade with high level metal louvres and use of dark grey brickwork finish and after further amendments red multi stock brick rather than Staffordshire blue brindle smooth brick will continue to the front and rear sections of the building and lift shaft. The upper storeys of the front section of the building are faced with white render finish, deeply recessed timber faced balconies and glazed balustrade.

Impact on Neighbours

After further amendments that include setting back by 3 metres the second floor of the building on the side that adjoins the sites boundary line along the rear gardens of the properties on Hornsey Park Road. It is considered that the proposed building on site will not be any more overbearing when viewed from the rear of properties on Hornsey Park Road when compared with the existing building on site. The scheme has been designed to minimise overlooking of the rear gardens/ rear elevations of the properties on Hornsey Park Road in that no windows are included on the first and second floor levels of the proposed residential units facing towards these properties on Hornsey Park Road except for the bathroom window that will be obscure glazed. The proposed x 2 balconies with full height double glazed windows/doors on the recessed floor facing towards Hornsey Park will be set away at a distance of 24 metres in accordance with SPG 3b. Additional tree planting is also proposed on the boundary facing the properties on Hornsey Park Road to add screening. To further add some trees and shrubs exists in the rear gardens of the properties on Hornsey Park Road.

In terms of the commercial use this building will have a large expanse of glazing facing towards the rear elevation of the adjoining properties on Hornsey Park Road. However, bearing in mind that the existing building, which sits closer than the proposed, has a similar large amount of glazing along this section of the building, it is considered that the proposed development will not adversely affect the residential amenity of adjoining occupiers. There will be a 22 metre gap between the proposed first/second floor glazing along this section of the building and the nearest windows along the rear elevation of the adjoining properties. A condition will be imposed to ensure that these windows are in fully obscured glass.

In terms of noise and disturbance to residents from the proposed B1 use, it is considered that this will not be significantly different, and may in fact be less than the previous uses on site.

Residential Density

This residential part of the site encompasses a habitable room density of 328 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 houses 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.

Access and Parking

The applicant has provided 4 parking spaces for the B1 use, none for the residential units and 6 (six) secure cycle racks. The applicant has also indicated that the residential units could be dedicated as 'car free' development.

The access to the commercial units will be through the access road which runs between the flank elevations of the No's 41 and 43 Hornsey Park Road. These units also have a secondary/service access from Clarendon Road (west) through the existing right of way access.

The Building Control Team object to the scheme because access for Fire Fighting is not considered acceptable as there are no suitable turning facilities within the site. The applicants have therefore included dry risers in the scheme to resolve this issue.

Transportation comment:

We have subsequently considered that this proposed development would not have any significant impact on the subsisting generated car trips or indeed car parking demand at this location.

However, we do have concern for the unsuitable vehicular access: Whilst it is recognised that the Hornsey Park Road access is currently being used, we have considered that, taken into account the level of the generated traffic associated with the B1 use (17 vehicles in the am peak), it is very narrow (approximately 3.0m wide and 41m long) and would cause increased pedestrian/vehicle and vehicular conflict, should its usage be intensified. However since the inadequacy of the access onto Hornsey Park Road was not a reason for refusing the previous application and not covered in the Inspectors Report, it is therefore considered that the issue of the access for the proposed development is not a reason for refusal of the current application.

Impact on Trees/ Landscaping

Along the front of the existing building, fronting onto Clarendon Gardens and outside the site boundary, an existing Eucalyptus tree is to be removed and replaced with native species, such as silver birch or hornbeam. The Council's Arboricultural Officer commented on the previous scheme that this Eucalyptus tree has been subject to poor maintenance in the past and is of little amenity value. A condition will be placed on this consent to ensure that a replacement tree is planted and maintained.

There is also a Horse Chestnut tree located in an adjacent rear garden to one of the properties on Hornsey Park Road. This tree is within 1m of the boundary of the proposed development site. It is considered that the existing structure would have restricted the rooting zone of this tree. Damage may occur to this tree during demolition works however it is considered that the new scheme can be constructed with no detrimental effects on this tree.

The proposed development will have landscaping along the east and north boundaries. The entrance to the upper aspects of the proposal on ground floor will all be accessible through hard landscaping to the front and rear of the site.

Sustainability

The flat roof is proposed to support an extensive green roof system to contribute to the environmental sustainability of the scheme.

The onsite use of photovoltaic cells is proposed to the front and rear section of the building catering residential and commercial use respectively, along with the installation of energy-efficient boilers and heating systems, all of which contribute to the overall goal of reducing energy demands by 20% as well as providing 10% of the energy required from on site sources.

Refuse

A secure refuse enclosure with recycling facility for residential units 1 – 6 and commercial unit 1 is located close to the front entrance and accessible directly from the street level (Clarendon Road). A separate refuse store with recycling facility is provided for commercial units 2-6 accessible from Hornsey Park Road. The refuse areas are easily accessible from the main road for collection.

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 a financial contribution.

Traffic Management Order 'Car Free' contribution

The applicant has agreed to contribute a sum of £1000 under the relevant Traffic Management Order (TMO) towards controlling on-street parking in the vicinity of the development.

Environmental contribution

The applicants has agreed to contribute a sum of £20,000 towards environmental improvements

Recovery Costs

As part of the S106, it is recommended that a financial contribution is required from this development through a legal agreement in order to secure a contribution towards recover/administration costs.

The applicant has a agreed to a contribution of £1000 towards recovery costs/administration.

SUMMARY AND CONCLUSION

The proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use unlock the full potential of the site, provides a better frontage onto Clarendon Road, contributing to the development objectives of the 'Haringey Heartlands Development Framework', while at the same time protecting the residential amenities of neighbouring occupiers.

The scale, bulk and massing of the proposed development will not be significantly greater to that of the existing building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting on Hornsey Park Road. The density of the proposed development is considered appropriate for a built up site located in close proximity to good transport links and a town centre.

The proposed development is considered to be in accordance with Policies AC1 'The Heartlands/ Wood Green'. UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area – Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development'; OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance 'SPG 1A 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight'.

RECOMMENDATION 1

(1) That Planning Permission be granted in accordance with planning application reference number HGY/2009/1131, subject to a pre-condition that Vivendi Architects and [the owner (s)] of the application site shall have first entered into an Agreement of Agreements with the Council under Section 106 of the Town and Country Planning Act 1990 (As amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure £1000 as Traffic Management Order contribution for a car free scheme , £20,000 as environmental improvements, and £1,000 towards recovery costs. The overall total is £21,350.

(1.1) That the Agreements referred to in Resolution (1) above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow; and

(1.2) That in the absence of the Agreements referred to in Resolution (1) above being completed within the time period provided for in Resolution (2) above, the planning application reference number HGY/2009/131 be refused for the following reason:

The proposal fails to provide an Environmental and Traffic Management Order 'Car Free' Contribution in accordance with the requirements set out in Supplementary Planning Guidance 10a The Negotiation, Management and Monitoring of Planning Obligations attached to the Haringey Unitary Development Plan.

RECOMMENDATION 2

That, following completion of the Agreement referred to in Resolution (1) within the time period provided for in Resolution (2) above, planning permission be granted in accordance with planning application reference number HGY/2009/1131

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2009/1131

Applicant's drawing No.(s) E01-00, E01-01, E01-02, E02-00, E02-01, E03-01, P02-00A, P02-01A P02-02, P02-RFA, P03-00A, P03-01A, P03-02 & 3D-01-15.

Subject to the following condition(s)

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 details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

a. those existing trees to be retained.

b. those existing trees to be removed.

c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.

d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

4. 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.

5. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

6. 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.

7. 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.

8. That a detailed scheme for the provision of recycling and 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.

9. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

10. A supporting statement shall be submitted demonstrating that (a) the residential element of the proposed development shall comply with the requirements of Code 3 of the 'Code for Sustainable Homes' and (b) consistency with the submitted Energy Assessment, along with details of the extensive green roof system, photovoltaic cells, along with the installation of energy efficient boilers and heating system shall be submitted, and approved in writing with the Local Planning Authority and thereafter implemented in accordance with any written approval given by the Local Planning Authority.

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.

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 proposed redevelopment of this site with a mixed use scheme comprising of residential and commercial use unlock the full potential of the site, provides a better frontage onto Clarendon Road, contributing to the development objectives of the 'Haringey Heartlands Development Framework', while at the same time protecting the residential amenities of neighbouring occupiers.

The scale, bulk and massing of the proposed development will not be significantly greater to that of the existing building. The proposed development will not give rise to a loss of privacy or result in a significant degree of overlooking of the rear elevations/ rear gardens of the properties fronting on Hornsey Park Road. The density of the proposed development is considered appropriate for a built up site located in close proximity to good transport links and a town centre. The proposed development is considered to be in accordance with Policies AC1 'The Heartlands/ Wood Green', UD3 'General Principles', UD4 'Quality Design', EMP1 'Defined Employment Area - Regeneration Area', HSG 9 'Density Standards', M10 'Parking for Development', OS17 'Tree Protection, Tree Masses and Spines' and Supplementary Planning Guidance SPG 1a 'Design Guidance and Design Statements' and SPG 3b 'Privacy / Overlooking, Aspect / Outlook and Daylight / Sunlight' of the Haringey Unitary Development Plan.