

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB COMMITTEE

Reference No: HGY/2005/2089

Ward: Noel Park

Date received: 10/11/2005

Last amended date: N/A

Drawing number of plans: GEN 490 (PC)/ 010, 011, 012 & 013.

Address: 33 Clarendon Road N8

Proposal: Erection of 3-storey side extension comprising offices and associated rooms.

Existing Use: Light Industrial/Offices

Proposed Use: Light Industrial/Offices – Service Yard

Applicant: Electoral Reform Services Ltd.

Ownership: Private

PLANNING DESIGNATIONS

Road - Borough
Area of Community Regeneration
Defined Employment Area
Ecological Corridor
Industrial Business Park

Officer contact: Michelle Bradshaw

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site is located at 33 Clarendon Road, N8 in the Noel Park ward. The property is a two-storey brick building containing the offices of the Electoral Reform Service.

The area is designated as a Defined Employment Area, Industrial Business Park and Ecological Corridor. The site adjoins the Haringey Heartlands Area.

PLANNING HISTORY

13/07/1999	Erection of two storey extension for storage and associated amenities to include mess room and female and male WC's.	HGY/1999/0646
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(Granted)

DETAILS OF PROPOSAL

This application seeks planning permission to erect a 3-storey side extension comprising offices and associated rooms.

The ground floor would have a floor area of 224.84m² and consist of a reception area and associated office, production manager's office, 3 x business development offices, canteen, electricity sub-station, plant and lift. The first floor would have a floor area of 264.36m² and consist of a chief executive office, finance office, office/boardroom, 2 x general offices, staff kitchen and toilets. The second floor would have a floor area of 264.36m² and consist of 8 x general offices, staff kitchen and toilets.

The total floor area of the proposed extension would be 753.56m². The total height of the 3-storey extension would be 10.10m, creating a total volume of 2539.62m³.

The existing building has a gross floor area (GFA) of 2530.60m². The proposed extension would have a gross floor area of 753.56m². Therefore the total gross floor area would be 3284.16m².

The materials would be brick to match existing, powder coated aluminium cladding finished in pale grey and powder coated aluminium double glazed windows/structural glazing.

The agent has confirmed that the staff levels will remain static, as the proposed extension will improve the facilities for existing staff, which currently experience cramped conditions. The agent confirmed that there are currently 26 on-site car-parking spaces and proposed car parking provision would be 24 on-site car parking spaces.

CONSULTATION

Ward Councillors – Noel Park (Jean C Brown, Alan Dobbie, Narandra Makanji)

Haringey Council – Strategic Sites

Network Rail

Owner/Occupier 19, 25, 27 Clarendon Road, N8

Owner/Occupier 50 – 58 (e) Clarendon Road, N8

Owner/Occupier 60 to 70 Clarendon Road, N8

Owner/Occupier 30 to 36 Clarendon Road, N8

RESPONSES

Network Rail

Network Rail has no objection to the proposal but have the following comments, which should be considered when determining the application and formulating planning conditions.

1. The railway running past this site is electrified to 25kV with 'live' cables suspended above each railway track. Workmen must be made aware of this. Nothing must encroach within a distance of 3 metres from electrification cables and supporting structures, as the upper parts of these can also be 'live'. A site-specific method statement and risk assessment must address the positioning and working of plant, so no jibs, arms, grabs etc are capable of swinging out above, or collapsing onto the railway.
2. There should be no interference with the railway boundary fence/wall. Any new fencing desired adjacent to the railway boundary, perhaps for additional security, privacy, sound attenuation, must be additional to and not in replacement for, the statutory line-side boundary feature. Proper provision must be made for future maintenance and renewal of the fence.
3. New parking bays are to be provided laid out at right angles to the railway boundary, it is important some type of barrier restraint is installed to help guard against a vehicle over-running, breaching the boundary and causing an obstruction of the railway. Provided only private cars, light vans etc. will be parking adjacent to the railway boundary, I feel closely spaced bollards or substantial kerbstones should be sufficient protection, but steel barriers should be provided where lorries will be turning.

Haringey Council – Strategic Sites

The existing Electoral Reform Service (ERS) premises are situated within the adopted Haringey Heartlands development framework area. It is critical that, any development should not fetter, restrict, impede or otherwise prejudice the alignment of the proposed new spine road, which will connect the truncated ends of Clarendon Road to the South and Western Road to the North.

Moreover, the design and quality of any new buildings should not detract from or undermine the ambition to create an outstanding high density mixed-use 'urban quarter' within the Heartlands core area (currently the subject of a Masterplan being prepared in accordance within the Development Framework).

Haringey Council – Transportation Group (Regarding Haringey Heartlands – Proposed Roads)

"The development on this site would not affect the spine road proposals".

Haringey Council – Transportation Group (Regarding On-Site Parking and Traffic Generation)

"The site is in an area with a medium public transport accessibility level located with in the Wood Green outer parking zone operating form 8:00 am to 6:30pm, the proposal would increase the floor area by 665 square meters. The increase in floor area would not generate any significant increase in traffic and parking demand, which would have any adverse effect on the highways network; Consequently the Transportation and Highway authority would not object to this application".

Letters from Neighbouring Owner/Occupiers:

Kinney Green (Chartered Surveyors and Property Consultants) - Acting on Behalf of No. 30/36 Clarendon Road, N8

"We act as Managing Agents and Consultant Surveyors for the owners of No. 30/36 Clarendon Road, London N8 and we have been passed a copy of your letter in respect of the above application by our tenant. Having reviewed the proposals, our client would be grateful if you could provide the following information to assist in understanding the application.

Please can you confirm the local planning authority's car parking policy and also confirm the floor area of the premises as it is intended to be extended and the car parking provision as proposed.

This will assist our client in deciding whether there is likely to be any overcrowding or over use of the facilities in Clarendon Road and increase in street parking that might cause difficulties in delivering access to their premises".

Reply to Kinney Green:

"In reply to the questions you raise, I can confirm that:

- a) The existing building has a gross floor area (GFA) of 2530.60m². The proposed extension would have a gross floor area of 753.56m². Therefore the total gross floor area would be 3284.16m².
- b) The planning departments car parking policy for a business use in an area of medium public transport accessibility and controlled parking zone (CPZ) would require 1 car parking space per 315m² GFA. Therefore the council would require a minimum of 11 car-parking spaces for this site.
- c) The agent has confirmed that there are currently 26 on-site car parking spaces. The proposed car parking provision, if the extension were to be granted planning permission, would be 24 on-site car parking spaces. This is in excess of the minimum number of car parking spaces required, as outlined in (b) above".

RELEVANT PLANNING POLICY

London Plan

The Mayors London Plan designates the Haringey Heartlands as 'Areas of Regeneration' and an 'Area for Intensification', which would potentially accommodate 1,500 new jobs and a minimum of 1000 new homes, and higher densities.

Haringey Unitary Development Plan (1998)

DES 1.1	Good Design and How Design Will Be Assessed
DES 1.2	Assessment of Design Quality(1):Fitting New Buildings into Surrounding Area
DES 1.3	Assessment of Design Quality(2): Enclosure, Height and Scale
DES 1.4	Assessment of Design Quality(3):Building Lines, Layout, Rhythm & Massing
DES 1.5	Assessment of Design (4): Detailing and Materials
DES 1.9	Privacy and Amenity of Neighbours
EMP 1.3	Defined Employment Areas

Haringey Unitary Development Plan – Second Deposit (2004)

AC1	The Heartlands/Wood Green
UD2	General Principles
UD3	Quality Design
UD9	Parking for Development
EMP1a	Defined Employment Areas (DEAs) – Regeneration Areas

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues to be considered are:

1. Haringey Heartlands Development Framework
2. Design, Bulk, Scale, Height
3. Amenity
4. Traffic and Car Parking

1. Haringey Heartlands Development Framework

The Mayors London Plan designates the Haringey Heartlands as 'Areas of Regeneration' and an 'Area for Intensification', which would potentially accommodate 1,500 new jobs and a minimum of 1000 new homes, and higher densities.

Policy AC1 relates specifically to development in or adjacent to the area known as the Haringey Heartlands. This area comprises the utilities land west of Wood Green High Street, south of Station Road and north of Hornsey High Street.

On the eastern utilities land significant residential and employment development is earmarked in order to meet objectives set out in the London Plan and to provide jobs and homes in an area of high unemployment and deprivation. The wider objective is a new mixed use, high quality urban community. As such, development proposals should be set in the context of the framework to facilitate comprehensive redevelopment of the site.

Haringey Council – Strategic Sites Team has been consulted on this application and provide the following comments “This application seeks planning permission to erect a 3-storey side extension comprising offices and associated rooms. The existing Electoral Reform Service (ERS) premises are situated within the adopted Haringey Heartlands development framework area. It is critical that, any development should not fetter, restrict, impede or otherwise prejudice the alignment of the proposed new spine road, which will connect the truncated ends of Clarendon Road to the South and Western Road to the North. Moreover, the design and quality of any new buildings should not detract from or undermine the ambition to create an outstanding high density mixed-use ‘urban quarter’ within the Heartlands core area (currently the subject of a Masterplan being prepared in accordance within the Development Framework)”.

In response to the first point raised by the Strategic Sites Team, Haringey Council – Transportation Group was consulted and confirms that “The development on this site would not affect the spine road proposals”. The second point, relating to design and quality of new buildings is discussed in section 2 below.

2. Design, Bulk, Scale, Height

It is important to ensure that the proposed extension fits into the streetscape and is of an appropriate size and scale for the site. The policies on Design Quality DES 1.1, DES 1.2, DES 1.3, DES 1.4, DES 1.5 and UD3 require that new buildings match the built form and material detail of existing buildings, and do not detract from the amenity and built character of the locality. These policies also seek to promote development that is in scale with other buildings in the area.

Policy DES 1.1 “Good Design and How Design Will Be Assessed” and UD3 “Quality Design” states that development should relate to site character and its potentiality and should seek to improve the quality of the local environment and urban landscape. Policy DES 1.2 “Assessment of Quality Design (1): Fitting New Buildings into the Surrounding Area”, requires new buildings be of quality design and be in keeping with the character of the surrounding area. Policy DES 1.3 “Assessment of Design Quality (2): Enclosure, Height and Scale” and DES 1.4 “Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing” seek to ensure that development preserve or enhance enclosure to the street scene, be in scale with the adjoining buildings and reflect the general height, bulk, rhythm, massing and building lines of neighbouring buildings.

This application seeks planning permission to erect a 3-storey side extension comprising offices and associated rooms. The ground floor would have a floor area of 224.84m² and consist of a reception area and associated office, production manager’s office, 3 x business development offices, canteen, electricity sub-station, plant and lift. The first floor would have a floor area of 264.36m² and consist of a chief executive office, finance office, office/boardroom, 2 x general offices, staff kitchen and toilets. The second floor would have a floor area of 264.36m² and consist of 8 x general offices, staff kitchen and toilets. The total floor area of the proposed extension would be 753.56m². The total height of the 3-storey extension would be 10.10m, creating a total volume of 2539.62m³. The existing building has a gross floor area (GFA) of 2530.60m². The proposed extension would have a gross floor area of 753.56m². Therefore the total gross floor area would be 3284.16m².

The main section of the existing building is 2-storeys high. The brick component of the proposed extension would also be 2-storeys high and therefore follow the eaves line across the frontage. The 3-storey component of the proposed extension would be the same height as the existing paper storage area. The proposed extension is considered to be of an appropriate size, scale, bulk and massing and would follow the front building line of the existing office block.

The proposed extension has a large glazed area to the north elevation. This will provide natural light to the workspaces at ground, first and second floor level, thus reducing the need for internal artificial lighting. However, in order to avoid any issues of overlooking onto the adjoining land, earmarked for redevelopment in the future, a condition can be imposed requiring screening along the boundary line to be implemented and maintained.

In terms of materials, the proposal must be assessed against policy DES 1.5 Quality Design (4): Detailing and Materials. The proposed materials would be brick to match existing building, powder coated aluminium cladding finished in pale grey and powder coated aluminium double glazed windows/structural glazing. The choice of materials is considered to be in keeping with the original building and surrounding industrial buildings. Overall, the materials are deemed to be appropriate for the location. As such, the proposal is found to be acceptable in terms of policy DES 1.5.

Overall, the scheme is found to comply with policies DES 1.1, DES 1.2, DES 1.3, DES 1.4, DES 1.5 and UD3.

3. Amenity

The potential impact of the proposal on the privacy and amenity of neighbouring properties must be considered pursuant to Policy EMP1a, EMP 1.3, DES 1.9 “Privacy and Amenity of Neighbours” and UD2 “General Principles”.

Policy EMP1a “Defined Employment Areas (DEAs) – Regeneration Areas” states that the council will encourage the redevelopment of the regeneration area DEA’s in accordance with policy AC1. The development framework for these areas indicate that some or all of these DEAs are appropriate for comprehensive redevelopment for mixed use and in some cases for a different form of employment use or intensification. Policy EMP 1.3 “Defined Employment Areas” states that the Council has designated areas as indicated in Schedule 1 as Defined Employment Areas, where the priority will be to sustain a special range of employment generating uses including General Industrial uses (B2), Business Uses (B1) and Warehousing (B8). The council is particularly concerned to minimise any adverse effects on the environment arising from pressure on public transport systems and road networks. Large-scale offices are employee intensive uses. In some cases, they can also attract trips generated by visitors and service users in addition to ones by employees.

Policy RIM 3.2 “Pollution and Nuisance From New Development” states that when considering applications for new developments and changes of use, the council will seek to protect or enhance the amenities of the area.

It is considered that the proposal would not result in a negative impact on the amenity of the locality. The agent has confirmed that there would not be an increase in staff levels, as the proposed extension would improve the facilities for existing staff, which currently experience cramped conditions. As such, the proposed development should not attract additional people to the site. Car-parking on site will remain above the minimum number required and the area has a medium level of public transport accessibility and is a CPZ which should ensure that the surrounding streets do not suffer increase in traffic or parking pressure due to the development. Overall, the proposal is not deemed to create any significant increase in noise and disturbance to neighbouring properties and it is considered that it will not cause detriment to local amenity.

The proposed extension has a large glazed area to the north elevation. This will provide natural light to the workspaces at ground, first and second floor level, thus reducing the need for internal artificial lighting. However, in order to avoid any issues of overlooking onto the adjoining land, earmarked for redevelopment in the future, a condition can be imposed requiring screening along the boundary line to be implemented and maintained.

On this basis, the proposal is deemed to comply with policy EMP1a, EMP 1.3, RIM 3.2, DES 1.9 and UD2.

4. Traffic and Car Parking

Policy TSP 7.1 and UD9 state that proposals that do not have regard to parking standards, as outlined in Appendix C/Appendix 1, will not normally be permitted. The parking standards set out in Appendix C require a business use (B1 use class) in an area of medium public transport accessibility and controlled parking zone (CPZ) would require 1 car parking space per 315m² GFA. Therefore, based on a gross floor area of 3284.18m² (including the existing and proposed building) the council would require a minimum of 11 car-parking spaces for this site. The agent has confirmed that there are currently 26 on-site car-parking spaces. The proposed car parking provision would be 24 on-site car-parking spaces. This is in excess of the minimum number of car parking spaces required, as outlined above. In addition, the staff levels will remain static, as the proposed extension will improve the facilities for existing staff, which currently experience cramped conditions. As such, the proposed development should not attract additional people to the site.

The Haringey Council Highways and Transportation Group have submitted comments on the scheme. "The site is in an area with a medium public transport accessibility level located within the Wood Green outer parking zone (CPZ) operating from 8:00 am to 6:30pm, the proposal would increase the floor area by 665 square meters. The increase in floor area would not generate any significant increase in traffic and parking demand, which would have any adverse effect on the highways network. Consequently the Transportation and Highway authority would not object to this application.

It should be noted that the site is directly adjacent to railway land. Network Rail has no objection to the proposal but have submitted comments which will be attached to the decision notice as an informative. The applicant would be required to contact Network Rail directly to ensure compliance with their safety regulations.

SUMMARY AND CONCLUSION

The proposal has been assessed against and found to comply with policy AC1 The Heartlands/Wood Green, EMP 3.1 Amenity, Design and Transport Considerations, DES 1.1 Good Design and How Design Will Be Assessed, DES

1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale, DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing, DES 1.5 Assessment of Design (4): Detailing and Materials, DES 1.11 Design of Alterations and Extensions, UD3 Quality Design, DES 1.9 Privacy and Amenity of Neighbours, UD2 General Principles, EMP 1.3 Defined Employment Areas, EMP1a Defined Employment Areas (DEAs) – Regeneration Areas, UD9 Parking for Development of the Haringey Unitary Development Plan (1998) and the Haringey Unitary Development Plan – Second Deposit (2004). The proposed 3-storey extension is not considered to result in any significant impact on the amenity of the locality or neighbouring occupiers. The development would not result in any increase in noise, disturbance, activity or traffic/parking pressure in the area. The size, scale, bulk and materials area deemed to be in keeping with the adjacent patterns of development and conditions relating to screening should ensure that the development does not impinge on the redevelopment of the adjacent Haringey Heartlands area. On this basis, it is recommended that planning permission be GRANTED subject to conditions.

RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No: HGY/2005/2089

Applicant's drawing No's: GEN 490 (PC)/ 010, 011, 012 & 013

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. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.
Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality.
4. A scheme for the treatment of the surroundings of the proposed development, including the provision of screen planting of trees and/or shrubs to the northern boundary shall be submitted to, approved in writing by the Local Planning Authority, and implemented and maintained in accordance with the approved details.
Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity and protect the potential future development of the adjacent land.
5. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.
Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
6. That facilities shall be provided clear of the highway for the loading, unloading (and turning) of vehicles to the satisfaction of and in accordance with details approved by the Local Planning Authority
Reason: In order that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.
7. A vehicular turning area within the application site, to enable vehicles to enter and leave the site in forward gear shall be provided and permanently retained.
Reason: In order to ensure that adequate provision for car parking is made within the site.
8. That a detailed scheme for the provision of refuse, waste storage and recycling 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 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 applicant is advised to contact Network Rail on 01904 389767. The following comments were received from Network Rail and should be noted by the applicant:

a) The railway running past this site is electrified to 25kV with 'live' cables suspended about each railway track. Workmen must be made aware of this. Nothing must encroach within a distance of 3 metres from electrification cables and supporting structures, as the upper parts of these can also be 'live'. A site-specific method statement and risk assessment must address the positioning and working of plant, so no jibs, arms, grabs etc are capable of swinging out above, or collapsing onto the railway.

b) There should be no interference with the railway boundary fence/wall. Any new fencing desired adjacent to the railway boundary, perhaps for additional security, privacy, sound attenuation, must be additional to and not in replacement for, the statutory line-side boundary feature. Proper provision must be made for future maintenance and renewal of the fence.

c) New parking bays are to be provided laid out at right angles to the railway boundary, it is important some type of barrier restraint is installed to help guard against a vehicle over-running, breaching the boundary and causing an obstruction of the railway. Provided only private cars, light vans etc. will be parking adjacent to the railway boundary, I feel closely spaced bollards or substantial kerbstones should be sufficient protection, but steel barriers should be provided where lorries will be turning.

REASONS FOR APPROVAL

The proposal has been assessed against and found to comply with policy AC1 The Heartlands/Wood Green, EMP 3.1 Amenity, Design and Transport Considerations, DES 1.1 Good Design and How Design Will Be Assessed, DES 1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, DES 1.3 Assessment of Design Quality (2): Enclosure, Height and Scale, DES 1.4 Assessment of Design Quality (3): Building Lines, Layout, Form, Rhythm and Massing, DES 1.5 Assessment of Design (4): Detailing and Materials, DES 1.11 Design of Alterations and Extensions, UD3 Quality Design, DES 1.9 Privacy and Amenity of Neighbours, UD2 General Principles, EMP 1.3 Defined Employment Areas, EMP1a Defined Employment Areas (DEAs) - Regeneration Areas, UD9 Parking for Development of the Haringey Unitary Development Plan (1998) and the Haringey Unitary Development Plan - Second Deposit (2004).