

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/0748

Ward: St. Ann's

Date received: 12/04/2006

Last amended date: 30/05/2006

Drawing number of plans 001-03b,04 –COR - C to 009-04-COR

Address: 103 Cornwall Road N15

Proposal: Demolition of existing building and erection of 3 storey building with basement parking comprising of 8 x two bedroom flats, 324 square metres of office space, 10 car parking spaces and cycle storage.

Existing Use: Light Industrial

Proposed Use: Residential/mixed use

Applicant: Platinum Properties

Ownership: Private

PLANNING DESIGNATIONS

Road - Borough
Area of Community Regeneration
Significant Local Open Land

Officer Contact: Oliver Christian

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to Section 106 Legal Agreement.

SITE AND SURROUNDINGS

The site is located on Cornwall Road – a link road between West Green Road and St Ann's Road.

The proposal site consist of buildings of approximately 2/3 storeys in height mainly used for industrial purposes mainly storage.

This section of Cornwall Road consist primarily of 2 and 3 storey terrace houses many of which contain purpose built flats and maisonettes.

The property is part vacant and has been so for some time.

The property is not located within any designated conservation area but adjoins Chestnuts Public Park.

PLANNING HISTORY

Planning history relates to the use of the property as industrial use.

DETAILS OF PROPOSAL

The current proposal seeks the demolition of existing building and erection of 3 storey building with basement parking comprising of 8 x two bedroom flats, 324 square metres of office space, 10 car parking spaces and cycle storage.

The scheme has been amended from that originally submitted – the overall bulk of the roof has been reduced by replacing the pitch roof with a flat roof that incorporate solar panel. – The solar panels will not be visible from street level.

The ramp access to the basement parking area has been widened to 4.1 metres and security gates have been proposed.

Details have been provided of the proposed boundary wall.

The ground floor has been set back to provide a 30m x 2.4m sight line.

The refuse storage has relocated to the front on the east elevation of the building.

CONSULTATION

69 Local residents
Council's Arboriculturist
Building Control
Recreation Service
Transportation Group
Waste Management
Major/minor 21/04/2006
Ward Councillors

RESPONSES

Recreation Service - The above application potentially gives rise to the opportunity for a new entrance from Cornwall Road into Chestnuts Park. This is a long held aspiration for the park and strongly supported by the Friends of

Chestnuts Park. We have discussed the application with the Crime Prevention Design Adviser from the MET who advises in his view that it would not be appropriate to have an entrance that passes through the development and into the park, as this would make the new properties in the development vulnerable to crime. On the basis of this advice, we would like to see the potential explored for a new entrance to be developed at either end of the new development as there may not be a further opportunity to achieve this goal.

Friends of Chestnuts Park - We are looking at the planning application for 103 Cornwall Rd and will be discussing the plans at our next meeting on Saturday 29th April. From the website link it is not clear to us what the plans are for constructing a brick wall between the garden area of the new building and the park. This is an important aspect of the proposal, and we would need to see those plans, and the plans for the interface between the new development and the adjacent buildings in Cornwall Rd, before we can make our proper response. For years now the stakeholders involved in the park have been waiting for the factory site to come on the market, as this gives a unique opportunity to provide a much needed exit path from the park onto Cornwall Rd, thus rendering the park safer to users. I would also imagine that it would be a popular addition to the purchasers of the new flats their own handy entrance to the park and tennis courts.

Crime Prevention Officer - I believe that certain aspects of the design of the site will attract crime and anti-social behaviour.

1. My main concern is with the undercroft parking area. By their very nature and design these areas are located away from natural surveillance from the street, have little control from residents and have become crime generators in other estates in Haringey. Basement car parks have been used for vice and drug activities to the detriment of the community as a whole. The proximity of the site to Chestnuts Recreation Ground which has experienced anti-social behaviour and several burglaries to the community buildings heightens my concern.

2. Owing to the mixed use of the site, between residential and commercial, it is crucial that access to the residential units is controlled effectively. Regardless of the Secured by Design scheme, it is crucial that the communal door entry systems are high quality security doors. Poor quality door systems lead to crime and high maintenance costs for the owner and are not in any way part of a sustainable development.

3. I approve of the fenestration to the west elevation, as this would improve natural surveillance of the park. However there would need to be a good boundary treatment to balance the security of the site with clear demarcation between site and park. Without this clear boundary the site will encounter regular intrusion from the park.

4. The dwellings would benefit from the enhanced security standards detailed in the "Secured by Design Scheme" (www.securedbydesign.com). However, in my opinion, the design of the site does not comply with the layout conditions of a Secured by Design development.

The design and planning stage of the development is the ideal opportunity to reduce crime opportunities and provide a sustainable environment for the local community. The Crime Prevention Department can meet with the developer to discuss the scheme as required.

Transportation Group – This site is located in an area where the public transport accessibility level (PTAL) is low.

Our interrogation with TRAVL database suggests that based on comparative sites (Lee Conservancy-E9, Porter Sq-N19, Rootes Estate-W10 and Yeats Close - NW10), the residential element of this development, some 900sqm GFA, would only generate a combined traffic inflow and outflow of some 3 vehicles during the critical am peak hour. Likewise, the office aspect of this development, some 324sqm GFA, would only generate a combined traffic inflow and outflow of some 4 vehicles in the same period (using comparative sites BBC-W12, BT Power Eng - N19, Gt.Harbour Enterprises - E14 and Hounslow Civic Centre-TW3). It is therefore deemed that this level of vehicular trips (7 in/out vehicle movement in the am peak) would not have any significant adverse effect on the adjacent roads.

Furthermore, the applicant has proposed 10 basement car parking spaces and some bicycle racks with secure shelter for the flats as indicated on Plan No.001-04-COR. These in our opinion are adequate and in line with the maximum car parking standard stipulated in the Council's UDP and SPG and, would minimise the car parking impact of this development on the adjoining highway network. It is also worth noting that this area has not been identified within the Council's UDP as that with car parking pressure and the car parking provision reflects the PTAL for this area.

RELEVANT PLANNING POLICY

National Policies

The policies relevant to the current proposal are as follows:

Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. PPG3 states that Local planning authorities should:

Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing;

Secure an appropriate mix of dwelling size, type and affordability in both new developments and conversions to meet the changing composition of households in their area in the light of the likely assessed need;

Avoid housing development which makes inefficient use of land and provide for more intensive housing development in and around existing centres and close to public transport nodes;

Introduce greater flexibility in the application of parking standards, which the Government expects to be significantly lower than at present.

Para 61 recommends that local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations, where services are readily accessible by walking, cycling or public transport.

PPG13 provides additional guidance on the relationship between residential development and transport provision, indicating that when considering planning applications, local authorities should:

“accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling” (para.6)

THE LONDON PLAN

The London Plan has now been adopted by the Greater London Authority and forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan sets housing targets for individual boroughs for the period up to 2017. The original target for Haringey was 19370 additional ‘homes’ (970 per year) out of a target for London of 457950 (23000 per year). This target has subsequently been reduced to 6200 (620 per year). However, future target will include the more efficient use of existing stock as well as new-build.

LOCAL POLICIES

Policy HSG1.3 Changes of Use to Residential refers to changes of use where the buildings or sites concerned are, or have been, in B1, B2 or B8 use and specifies when a change can be allowed i.e. if the site does not lie within a Defined Employment Area, where there would be no serious adverse impact on the local environment or traffic conditions, if the land or buildings are no

longer considered suitable on economical, environmental, amenity or transport grounds for continued employment and there would be no loss of urban space.

Policy EMP1.1 Employment protection relates to: Land or buildings in employment generating use, for which there is a clear demand, will be retained in that use.

Policy DES1.1 Good Design and How Design Will Be Assessed states that the Council will require development to be of good design and set out how design quality will be assessed. In particular development should relate to site character and its potentiality and should seek to improve the quality of the local environment and urban landscape.

Policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area, sets out the criteria for assessing design quality.

Policy DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale state how the Council assess the design of development schemes in relation to the following: Enclosure, height, scale and human scale.

Policy DES1.9 Privacy and Amenity of Neighbours refers to the protection of amenity of neighbours in respect of proposed developments or change of use and the criteria that should be met.

Policy HSG2.2 Residential Densities refers to the density consideration of applications for residential development (including redevelopments, conversions and mixed-used schemes) the density of the development should normally be in the density range of 175 hrh- 250 hrh (70 hra-100 hra).

Policy TSP7.1 Car Parking Standards – outlines the car parking required for differing developments and locations.

Emerging UDP Policies

UD3 Quality Design – Sets the standard of design required on all new development within the borough.

UD6 Waste Storage – requires accessible and appropriate storage facility to be provided on all schemes.

ENV 6 Energy Efficiency – The Council will encourage energy efficiency and a reduction in CO2 emissions.

ENV6a Renew energy and mitigate climate change – The Council will seek applicants to show an on-site provision of 10% where feasible of their projected energy requirement from renewable sources.

HSG4 Affordable housing – Housing development capable of providing 10 or more units will be required to provide a proportion of affordable housing to meet the borough target of 50%.

ASSESSMENT

It is considered that the site is well placed for redevelopment in planning terms, being a previously used site with reasonably good public transport links that accord with many of the development principles being espoused by central government. However, the redevelopment of the site does raise a number of issues and these can be considered under the following headings:

- i) Principle of residential use on the site.
- ii) Design
- iii) Density
- iv) Amenity
- v) Parking
- vi) Waste Management
- vii) sustainability
- viii) Response to objector comments
- ix) Affordable housing
- x) Section106 obligations

i) Principle of residential use

It is proposed that the ground floor of the development to be retained in potential employment creating use in the form of office space in line with Policy EMP1.1 Employment protection.

The proposed use of the ground floor of the building for commercial use helps to re-animate this part of Cornwall Road. The proposed ground floor will help reinforce the streetscape and allow for the commercial space to be independent and legible. It is proposed that the commercial frontage has integrated signage and lighting, whilst the entrance to the residential element is well defined.

It is therefore considered that mixed use/residential development of the site are acceptable in principle.

ii) Design, Bulk, Massing & Height

The design of the development will be assessed against the criteria included in Policy DES1.1. The existing building is poor in quality and not worthy of retention.

The height of the proposed building is considered to relate well to the site's setting, the streetscape, scale and mixed architecture of the existing buildings.

It is considered that the proposed elevation treatment enhances the street scene replacing the rather bland industrial buildings.

The proposed frontage will provide considerable improvement to the existing situation thereby improving the positive impression of the surrounding area.

The design is modern with strong vertical and horizontal emphasis, using a mix of traditional and contemporary materials.

The proposed development takes its theme from the recent developments on Cornwall Road, namely The Laurels health Centre and the former Public House (Dagmar Arms) - designed to respect the surrounding built form. Meeting the aim of the draft UDP policy UD3 Quality Design, UDP policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area also DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale: These policies set the standard of design required on all new development within the borough alongside PPG3.

Additionally in order to meet the requirement of 'Secure by Design' the access to the basement parking area will be gated and controlled.

It is considered that the proposed three storey development provides an appropriate frontage for the site, enhancing the streetscape whilst having regard to the immediate locality.

iii) Density.

The proposal incorporates commercial and residential uses; the scheme is of good quality design and will enhance the street scene and the immediate locality.

The site covers an area of 0.101 hectares, the proposed scheme is a mix of commercial on the ground floor and residential on the upper floors and proposes a mixed use density of 316 habitable rooms to the hectare (hrh). The density is within the Emerging UDP recommended density of 400hrh but within the London Plan guidance for sites with good design and public transport accessibility. The density for this mixed use scheme is considered appropriate for the location.

PPG3 Paragraph 54 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment.

It is considered to be acceptable in that the proposed development fits well onto the site.

Policy HSG2.2 Residential Densities also states that in considering the density of all schemes the Council will have particular regard to the overall design and layout of the development, availability and capacity of Statutory Undertaker Services, the amenities of adjacent proposal and the area as a whole.

It is considered that the proposed density of the development has no adverse impact upon the amenity of adjacent occupiers and the locality.

The proposed density promotes sustainable patterns of development and makes the best use of previously developed urban land. It is maintained that the proposed scheme is wholly appropriate in terms of height and density. It also accords with the emerging Unitary Development Plan and London Plan policies, which seeks developments that are attractive and well designed.

iv) Amenity

It is considered that the proposed scheme has no detrimental impact on the existing privacy enjoyed by the adjoining residents of Cornwall Road, the neighbouring and surrounding properties, as such is not contrary to policy DES1.9 Privacy and amenity in that the windows at the rear of the proposal that have the potential for overlooking are primarily bedroom windows with balconies overlooking the park.

It is considered that although the potential for overlooking exists it is predominantly over the existing public park and is unlikely to cause harm but improves on the existing situation in that there is now increased surveillance over an area of the park that has a history of anti-social behaviour.

In terms of individual amenity of the occupiers of the proposed flats, the units provided are spacious well above the required space standard; additional external amenity is provided in the form of secure balconies and communal garden area at the rear adjacent to the public park.

The site is well serviced by local amenities shops, religious facilities, buses; a local park abuts the rear of the site providing additional amenity facility for residents.

v) Parking

10 Car parking spaces are provided within the site.

The Council's Transportation Group supports redevelopment in this location especially with the secure basement parking provided.

It is considered that the proposal would not lead to additional on street car parking pressure.

vi) Waste Management.

The scheme proposes appropriate and accessibly located waste storage facility for both commercial and residential waste.

vii) Sustainability

The applicant has submitted a completed sustainability check list – a facility for recycling is proposed within the waste storage area.
The individual units have been designed to meet ecohomes compliance.

Renewable energy has also been taken into account in that solar panel are to be install onto the flat roof to contribute toward the energy needs of the building.

viii) Response to objector comments

A number of objections have been received in respect of the proposal regarding the height and bulk of the development –This has been addressed in that the height of the proposed block has been reduced and reconfiguration of the layout.

A Development Control Forum was held in June 2006 – the comments and minutes are added as an appendix to this report.

ix) Affordable housing

HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development is below the threshold and as such does not have to contribute toward the provision of affordable units. This is in line with Council policy and supplementary planning guidance¹¹.

viii) Section 106 obligations – Education contributions – Environmental improvement infrastructure –Transport contributions – Administrative Charges.

Under the terms of Circular 1/97 Planning Obligations, and in line with Supplementary Planning Guidance Note 10, The Negotiation, Management and Monitoring of Planning Obligations, it is appropriate for Local Planning Authorities to seek benefits for the surrounding area appropriate to the size and scale of the development. The Council therefore proposes to enter into an agreement under S106 of the Town and Country Planning Act 1990 to provide the following benefits as part of the proposal.

These are principally:

Education

The proposed development is made up of 8 x 2 bedroom units a total of 8 residential units- above 5 family units and as such generating and education contribution.

• An education contribution of £61,016.88 in accordance with the formula in SPG12

8 x 2 bedroom flats = 3.944 Children
Total = 3.944 Children

Primary contribution: $3.944 / 16 \times 7$ (number of years of primary education) = 1.7255

X £10,378.00 (three year average amount of DfEE primary funding 05/06) = £40,930.83

Secondary contribution: $3.944 / 16 \times 5$ (number of years of secondary education) = 1.2325 X £16,297.00 (three year average amount of DfEE secondary funding 05/06) = £20,086.05
£40,930.83 + £20,086.05 = £61,016.88
Total Contribution = £61,016.88

The applicant has agreed to enter into an agreement to contribute £61,016.88 toward education facilities in line with the requirements of Supplementary Planning Guidance 12.

Environmental improvement infrastructure

The applicant has agreed to contribute £9,000 toward environmental improvement infrastructure.

Transport Contribution

The applicant has agreed to contribute £5000 toward traffic calming and highway improvement in the immediate locality.

Administrative Charges

The applicant has agreed to pay administrative charges of £2,250.50

The total financial contribution amounts to £77,267.38

SUMMARY AND CONCLUSION

It is considered that the proposed development would not be detrimental to the amenity of nearby and adjoining residents.

It is considered that the site is well placed, being a previously used site that accord with many of the development principles being espoused by central government.

The proposed development is considered consistent with Policy DES 1.9. 'Privacy & Amenity of Neighbours' and Supplementary Planning Guidance 3b'Privacy and Overlooking, Aspect/Outlook and Daylight/Sunlight'.

Amenity space has been designed into scheme in the form of communal gardens and balconies at the front and rear of the development.

The scheme is in accordance with Council policies in terms of design, height, bulk and massing Meeting the aim of the draft UDP policy UD3 Quality Design, UDP policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area also DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale. Car Parking has been proposed within the site that is considered consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'.

The density of the proposed development is 316 habitable rooms per hectare is considered consistent with the Governments Planning Policy Guidance 3, London Plan also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan and the Emerging Unitary Development Plan which recommends that good design can overcome high density.

RECOMMENDATION 1

That planning permission be granted in accordance with planning application no. HGY/2006/0748, 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).

The report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £61,0168.88 toward local education facilities, £5000 toward traffic calming/pedestrian improvement and £9,000 for environmental improvements also administrative charges of £2,250.50.

RECOMMENDATION 2

(1) That planning permission be granted in accordance with planning application reference number HGY/2006/0748 subject to a pre-condition that the applicant shall first have entered into an Agreement 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: education contribution of £61,016.88, £5000 toward traffic calming/pedestrian improvements and £9,000 for environmental improvement of the local area also recovery/administrative costs of £2,250.50.

2. That, following completion of the Agreement referred to in resolution (1) planning permission be granted in accordance with planning application reference number HGY/2006/0748 & applicant's drawing Nos. 001-3b, 04 - COR – C to 009-04-COR 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.
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 not more than 8 separate residential units shall be constructed on the site.
Reason: In order to avoid overdevelopment of the site.

5. The use of the ground floor as offices hereby permitted shall not be operated before 0800 or after 1800 hours on Monday to Saturday or before 1000 or after 1600 on Sundays and not at all on Bank Holidays.
Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 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.

7. 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.

8. The development hereby authorised shall comply with BS 8220 (1986) Part 1, 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' and 'Designing Out Crime' principles.
Reason: In order to ensure that the proposed development achieves the required crime prevention elements as detailed by Circular 5/94 'Planning Out Crime'.

9. A site history and soil contamination report shall be prepared; submitted to the Local Planning Authority and approved before any works may commence on site.
Reason: In order to protect the health of future occupants of the site.

10. A scheme for the treatment of the Boundary walls and surroundings of the proposed development including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.
Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

INFORMATIVE: That all works on or associated with the public highway be carried out by The Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

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.

REASON FOR APPROVAL

The scheme is in accordance with Council policies in terms of design, height, bulk and massing Meeting the aim of the draft UDP policy UD3 Quality Design, UDP policy DES1.2 Assessment of Design Quality (1): Fitting New Buildings into the Surrounding Area also DES1.3 Assessment of Design Quality (2): Enclosure, Height and Scale. Car Parking has been proposed within the site consistent with Policy TSP 7.1 'Parking for Development' PPG 3 'Housing' and PPG13 'Transport'. The density of the proposed development is considered consistent with the Governments Planning Policy Guidance 3, London Plan also Policy HSG 8 'Density Standards' of the Draft 2004 Haringey Unitary Development Plan and policies within the Emerging Unitary Development Plan.



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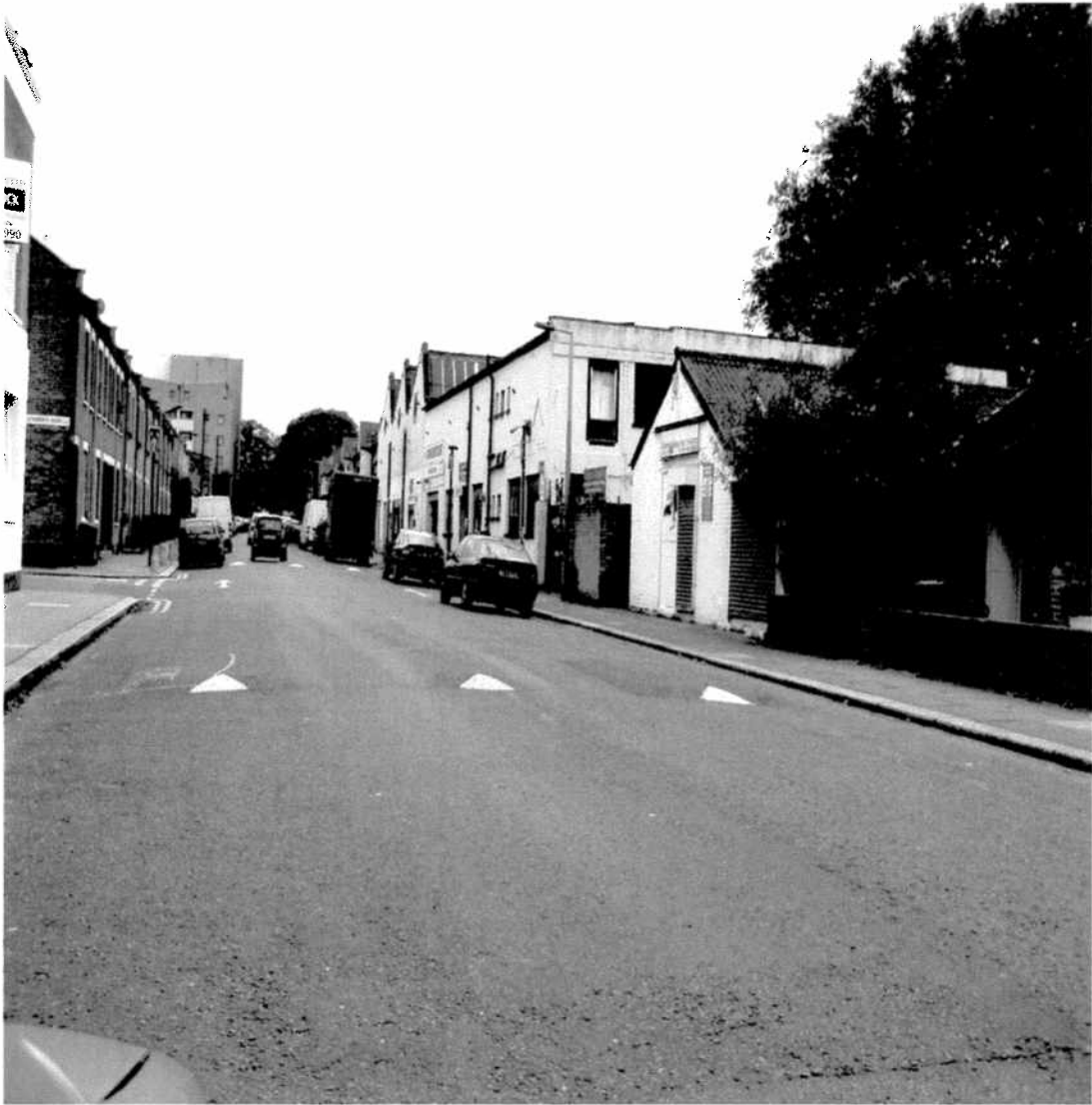
Site plan 103 Cornwall Road N15.

HARINGEY COUNCIL

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Unit 2,4,5 – 103-149 Cornwall Rd, N15 – HGY 2006/0902 & HGY 2006/0748