

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>Reference No:</b> HGY/2011/1624	<b>Ward:</b> Fortis Green
<b>Address:</b> Former Lynx Depot, Coppetts Road N10	
<b>Proposal:</b> Application for a new planning permission to replace an extant planning permission HGY/2008/1484 for erection of new part four storey, part three storey and single storey office buildings (gross floor area 3,456sqm) with ancillary parking, secure cycle storage and circulation areas.	
<b>Existing Use:</b> Vacant	<b>Proposed Use:</b> B1 Office
<b>Applicant:</b> Taylor Wimpey UK Ltd	
<b>Ownership:</b> Private	
<b>Date received:</b> 07/09/2011 <b>Last amended date:</b> N / A	
<b>Drawing number of plans:</b> 3634_Location; 3634_01A, 02A, 03A, 04A, 05A	
<b>Case Officer Contact:</b> Matthew Gunning	
<b>PLANNING DESIGNATIONS:</b> Road Network: Borough Road	
<b>RECOMMENDATION:</b> GRANT PERMISSION TO REPLACE EXTANT CONSNET subject to conditions.	
<b>SUMMARY OF REPORT:</b> This application is to replace an extant planning permission LPA Ref: HGY/2008/1432. The proposed application is considered acceptable and recommended for approved on the grounds that since the approval of the previous application there has been no overriding change in planning policy or no new material considerations to take account, other than as outlined within this report, a need to secure a financial contributions towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road. The proposal is still considered to be consistent with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP5 Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', and SPG8b 'Materials' and the 'Housing' Supplementary Planning Document (2008). This application is therefore recommended for APPROVAL.	

## **1. SITE AND SURROUNDINGS**

1.1 The application site is 0.35 hectares in size and is located on the western side of Coppetts Road in between a recently completed residential scheme (know as Gilson Place) and a narrow access route which provide access to Muswell Hill Playing Fields. There is a small terrace of residential properties immediately to the south of this site (No's 135 – 141 Coppetts Road) as well as a sports pavilion and educational facility. The site is located in the very northern extremity of the Borough.

1.2 In 2004 planning permission was granted for the demolition of the former Lynx Depot buildings (which form part of the site in question) and for the construction of a new residential development comprising 128 residential units with the retention of part of the land for employment purposes.

## **2. PLANNING HISTORY**

HGY/2004/1943 - Demolition of existing buildings and the erection of 128 residential units with associated car parking and landscaping and with retention of land for employment purposes amended plans) – Approved 15/12/2005 - Subject to S106/Legal Agreement

HGY/2008/0718 - Amendment to approved scheme HGY/2004/1943 proposing replan for 18 dwellings (Blocks F, E, H and J), parking, access and associated landscaping. – Approved 27/06/2008

HGY/2008/0112 - Erection of new part 4 storey, part 3 storey and 2 storey office buildings (gross floor area 4,400sqm) with ancillary parking and circulation areas. – Refused 31/03/2008

HGY/2008/1484 - Erection of new part 4 storey, part 3 storey and single storey office buildings (gross floor area 3,456sqm) with ancillary parking, secure cycle storage and circulation areas. – Approved 10/09/2008

HGY/2009/0963 - Erection of 4 x four storey new office buildings with 34 parking spaces and screened refuse / recycling bin enclosure - Refused 04/09/2009

HGY/2011/1833 - Residential development comprising 2 x one bed flats, 31 x two bed flats, 2 x three bed houses and 4 x four bed houses, together with open space, parking and access – Pending

## **3. RELEVANT PLANNING POLICY**

### **3.1 National Planning Policy**

PPS1 Delivering Sustainable Development (2005)  
PPS4: Planning for Sustainable Economic Growth  
PPG13: Transport

### 3.2 London Plan (2011)

Policy 2.7 Outer London: economy  
Policy 4.1 Developing London's economy  
Policy 4.4 Managing industrial land and premises  
Policy 5.3 Sustainable design and construction

### 3.3 Unitary Development Plan (2006)

G1 Environment  
G2 Development and Urban Design  
G4 Employment  
UD2 Sustainable Design and Construction  
UD3 General Principles  
UD4 Quality Design  
UD7 Waste Storage  
UD8 Planning Obligations  
M10 Parking for Development  
ENV2 Surface Water Run-off

### 3.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance  
SPG7a Vehicle and Pedestrian Movement  
SPG8a Waste and Recycling  
SPG8b Materials  
SPG8f Land Contamination  
SPG9 Sustainability  
SPG10 The Negotiation, Management and Monitoring of Planning Obligations  
SPD 'Housing' – Section dealing with 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'

## 4. CONSULTATION

<b>Internal</b>	<b>External</b>
Ward Councillors Conservation Team Transportation Team Building Control Legal Services Cleansing	London Borough of Barnet Crouch End Vampires Football Club, Coppetts Road, N10  <u>Amenity Groups</u> Muswell Hill & Fortis Green Residents Association  <u>Local Residents</u>  133, 135 – 141 Coppetts Road, N10

	1 – 10 Stawberry Terrace, Coppetts Road, N10 Greenfield School, Coppetts Road, N10 137 Coppetts Road, N10 No's 8 23 (c) Gibson Place N10 1AF No's 107-117 (c), 118 & 119 Gibson Place. N10 1BF No's 79 98 (c) Gibson Place. N10 1BF
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## 5. RESPONSES

### London Fire & Emergency Planning Authority

5.1 Are not satisfied as no information has not been submitted.

### Building Control

5.2 Insufficient details provided to comment on Requirement B5 – Fire Fighting Access.

### Transportation

5.3 It has been noted that whilst the parking provision for this development exceeds the standard set out within the Haringey Council adopted UDP (2006), the level of provision falls within the maximum parking standards set out within The London Plan (July 2011). Therefore, the highway and transportation authority wishes to remove its objection to this element of the proposal.

5.4 However, the current submission does not address issues previously raised in relation to the narrow footway abutting the eastern periphery of the development. It will therefore be necessary for the applicant to enter into a Section 278 agreement in order to ensure that the relevant footway improvement works are completed. Therefore, the highway and transportation authority do not wish to raise an objection subject to the imposition of the following conditions:

1. Contributes through a Section 278 (£110,000.00) towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road.

Reason: To improve the conditions for pedestrians and cyclists at this location and reduce any potential highway safety hazards for pedestrians and cyclists along Coppetts Road.

2. A Travel Plan should be submitted for the approval of the LPA. This Travel Plan should additionally comply with Transport for London Guidance. Reason: In order to encourage the use of sustainable modes of transport for journeys to/from the site.

### Local Residents

5.1 Letters of objection have been received from the residents of the following properties: No 135, 137 Coppetts Road, 1, 91, 101 Gilson Place, and are summarised as follows:

- Proximity/overlooking and loss of privacy and amenity have always been at issue;
- High buildings will have impact on local amenities/ have environmental impact;
- This development poses will bring disruption to privacy and amenity of the nearby residents, increased traffic which will create a higher level of risk to both young children as well adults,
- This is a residential area and so offices are not an appropriate use of the land. This development will disrupt the privacy of residents, cause increased traffic and environmental damage;
- Car parking spaces is a major issue already on this for existing residents, .at least with employment use there will be no added residents car parking and evening and weekends there will be freed up space;
- Since Gilson Place has been developed the residents of 141-135 and the football club house have suffered back flooding of sewerage in their front and rear gardens and the ground floor wc of 141 Coppetts Road on a number of occasions. Thames Water are aware of this ongoing issue and an engineer has expressed the view this is as a result of the additional residences built in 2008/09. It is requested that this be properly addressed by the applicants as there is not the infrastructure in place for the efficient outflow of sewerage from the site as it is now

## **6. ANALYSIS / ASSESSMENT OF THE APPLICATION**

### Background

6.1 This application was received by the LPA under the procedure to apply for 'extensions to the time limits for implementing existing planning permissions'. The procedure was brought into force on 1 October 2009 via the Town and Country Planning (General Development Procedure) (Amendment No.3) (England) Order 2009 (SI 2009 No.2261) and the Planning (Listed Building and Conservation Areas) (Amendment) (England) Regulations 2009 (SI 2009 No.2262). This is a temporary measure that only applies to permissions granted before 1 October 2009 and which have not yet been implemented i.e. during the normal 3 year implementation period.

6.2 The accompanying guidance from central Government states that "while these applications should, of course, be determined in accordance with s.38(6) of the Planning and Compulsory Purchase Act 2004, local planning authorities should, in making their decisions, focus their attention on development plan policies and

other material considerations which may have changed significantly since the original grant of permission.” In the light of this advice, the main issue is whether changes to development plan policies or other material considerations are so significant as to justify a different decision to that taken in 2008.

6.3 This current application follows on from two previous applications for this site; one approved in 2008 and other refused in 2009. Planning application ref: HGY/2008/1484 was approved in September 2008 for the erection of a new part 4 storey, part 3 storey and single storey office buildings with ancillary parking, secure cycle storage and circulation areas. Planning application ref: HGY/2009/0963, while similar to this approved scheme was refused permission on concerns about the increase in bulk and form along the North West (Estate Road) Elevation and the partial infilling of the space in the central car park courtyard. It was considered that the additional form and bulk of the proposed development relative to the previously approved scheme would by virtue of its siting represent a cramped form of development which would be detrimental to the form, pattern, layout and quality of the business/ employment accommodation and would represent an overdevelopment of this site. In addition the proposal would also be poorly related to the design and layout of this new estate and detrimental to the visual and residential amenities of nearby residents.

6.4 The current application is in effect a renewal of the existing 2008 consent for a the erection of new part 4 storey, part 3 storey and single storey office buildings (gross floor area 3,456sqm) with ancillary parking, secure cycle storage and circulation areas. The floor area of the development was reduced from an earlier refused scheme in 2008 (HGY/2008/0112) which proposed a development 4400sqm in floor area.

6.5 The area of the former Lynx Depot to which the application relates to was set aside for future employment use when planning permission for a Wimpey Homes development (HGY/2004/1943) was approved in 2004. One of the key issues that arose in the processing of this application was the height of the proposed buildings and the potential impact that they could have on the amenity of the residential terrace located at 135 – 141 Coppetts Road.

### Design, Form & Layout

6.6 The proposed new buildings would be constructed as four separate blocks with two L-shaped blocks being situated along the eastern side boundary of the property and two larger three and four storey blocks being situated on the western side of the property adjacent the proposed access road. The majority of the L-shaped block closest to Coppetts Road would be two stories in height before reducing in height towards the rear playing field boundary of the site where the first floor accommodation would be contained within the roof of the building. The second L-shaped block would have all of its first floor office accommodation contained within the roof. The formation of first floor accommodation within the roof is an amendment to the previously refused scheme in 2008 that has resulted in a reduction in height along the south-eastern boundary of the site. The gross floor area of the development was also been reduced as a result of this change.

6.7 The existing estate road would provide access to the proposed new office development as well as to the existing houses and flats in Gilson Place. The number of vehicle parking spaces associated with this development would be 34 places.

#### Impact on residential Amenity

6.8 As set out in the Officer's Report accompanying application HGY/2008/1484 the scheme was amended with the majority of the L-shaped block closest to Coppetts Road being two stories in height before part of this building steps down in height towards the rear boundary of the site. First floor accommodation would be contained within the roof of the building where it steps down. This reduction in the height, scale and massing of these two buildings overcame Officers concerns in respect of the earlier refused scheme in 2008.

6.9 The formation of first floor accommodation within the roof of the south-eastern block resulted in a reduction in height along the south-eastern boundary of the site. At ridge level the height has been reduced from 8.6 metres to the ridge level to 6.3 metres and at eaves level from 6 metres to 3.8 metres. Due to the reduction in the height, scale and massing of this building it was considered that the proposal would not impact the residential amenities of adjoining/ nearby properties.

6.10 The office accommodation located in the roof of the L-shaped blocks would have four dormer windows facing out across the sports field access way to the south-east. The three dormer windows in the rear L-shaped block would face out towards the nearby sports pavilion building and would not overlook the rear gardens of residential properties at 135 – 141 Coppetts Road. One dormer in the other L-shaped block would face out over the very rear of these neighbouring gardens and as per the previous consent was conditioned to have obscure glazing.

6.11 The other larger blocks of the development were considered to be located sufficiently away from the nearest residential dwellings not give rise to adverse impacts on residential amenity.

#### Parking and Transportation

6.12 As previously considered the application proposed a large amount of office floorspace in a location isolated from a town centre and public transport. The original concept for this part of the former Lynx Depot when set aside for employment use was that it would be developed by an estate of single storey light industrial / warehousing units. This previous application was not originally accompanied by any evidence of demand for small office units in this location, although three letters from local real estate agents were later supplied.

6.13 34 vehicle parking spaces were proposed in the previously approved scheme. The site has a low Public Transport Accessibility Level and such it was considered that 34 vehicle car parks would be an appropriate amount for a development of this size. Such a level of parking was considered to be consistent with Planning Policy

Guidance 13 'Transport'. This guidance sets out maximum parking standards of 1 space per 30 sqm for developments with a gross floor area of over 2500 sqm.

### Sustainability

6.14 Policy ENV9 'Mitigating Climate Change: Energy Efficiency' states that the Council will encourage energy efficiency and a reduction in carbon dioxide emissions. A report detailing renewable energy options for the site was previously supplied as part of the approved application. This report recommends Air source Heat Pumps and PV solar technologies as the best options for achieving target on-site renewable energy requirements.

6.15 A condition will be placed on the new consent requiring details of on-site equipment that will ensure at least 20% of the overall power generation will be from renewable sources. This will need to be submitted to and approved by the Local Planning Authority prior to the commencement of works on site.

### Planning Obligations

6.16 Section 106 contributions were received as part of the original planning permission for redevelopment of this site (HGY/2004/1943). In light of comments above from the Council's Transportation team, the LPA will be seeking a financial contribution towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road by way of S.72 Highways Act 1980.

## **7. CONCLUSION**

7.1 This application for a new planning permission to replace an extant planning consent HGY/2011/1624 should be approved on the grounds that since the approval of this application there has been no overriding change in the Council's policy position or no new material considerations, other than as outlined above, a need to secure a financial contributions towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road.

7.2 The previously approved scheme HGY/2008/1484 was amended with the height of the buildings proposed near the south-eastern boundary of the site reduced in part, meaning that the proposal would not adversely affect the residential and visual amenities of properties located to the south-east of the site.

7.3 The proposal is still considered to be consistent with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP5 Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Councils SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008). Given the above this application is recommended for APPROVAL.



## 8. RECOMMENDATION

GRANT PERMISSION TO REPLACE EXTANT CONSNET subject to conditions:

### IMPLEMENTATION

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.

### EXTERNAL APPEARANCE / SITE LAYOUT

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. A scheme for the treatment of the 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.

5. A detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

## CONSTRUCTION

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

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

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

## TRANSPORTATION

8. No development shall commence until the developer has entered into an agreement under s278 of the Highways Act 1980 with the Local Highway Authority for works towards an improvement scheme aimed at assisting pedestrians and cyclists, to the sites eastern periphery along Coppetts Road. Reason: In the interests of highway and pedestrian safety.

9. Prior to the occupation the buildings hereby approved, a satisfactory Travel Plan, to comply with Transport for London Guidance, shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall then be implemented by the applicant in accordance with the timescales, targets and other details set out within the plan.

Reason: In the interest of ensuring sustainable travel patterns and to reduce reliance on private motor

## OTHER

10. The ground, first floor windows and dormer windows in the south-eastern elevation of the two L-shaped buildings as shown on the approved plans shall contain obscure glazing which shall be installed prior to occupation and retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking.

11. Prior to the commencement of development, details of energy efficient design and the potential for the use of renewable energy sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.

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

#### REASONS FOR APPROVAL:

This application for a new planning permission to replace an extant planning consent HGY/2008/1484 is considered acceptable on the grounds that since the approval of this application there has been no overriding change in the Council's policy position or no new material considerations, other than a need to secure a financial contributions towards improving the footway along the adjoining section of Coppetts Road. The proposal is considered to be consistent with policies UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', EMP5 'Promoting Employment Uses' and M10 'Parking for Development' of the adopted Haringey Unitary Development Plan (2006) and the Council's SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8b 'Materials' and the Council's 'Housing' Supplementary Planning Document (2008).

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

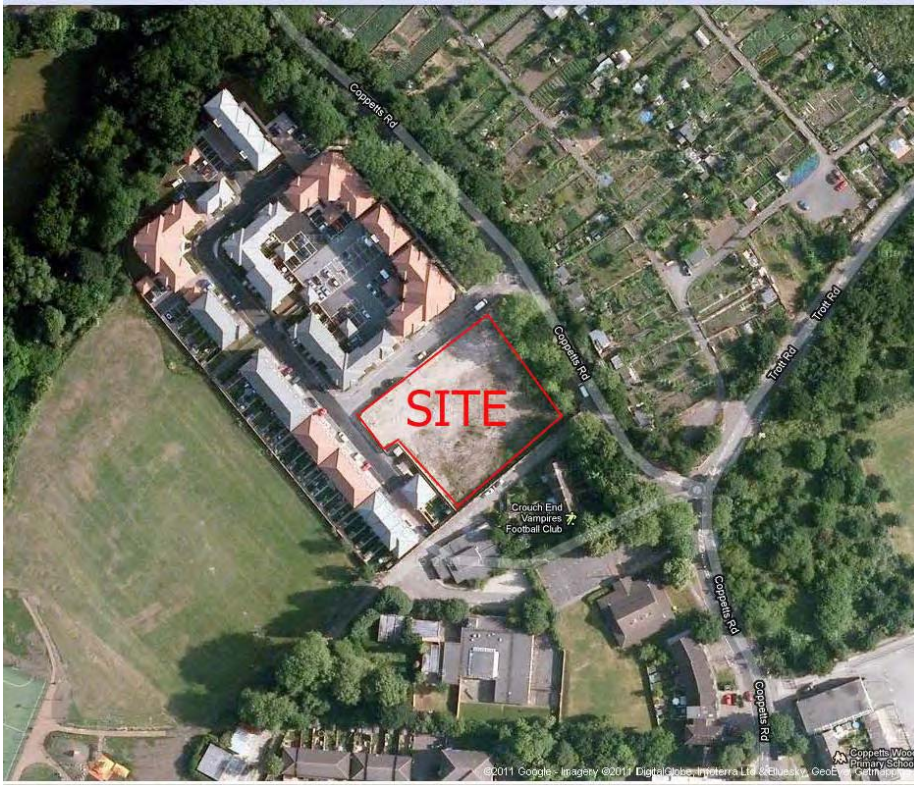
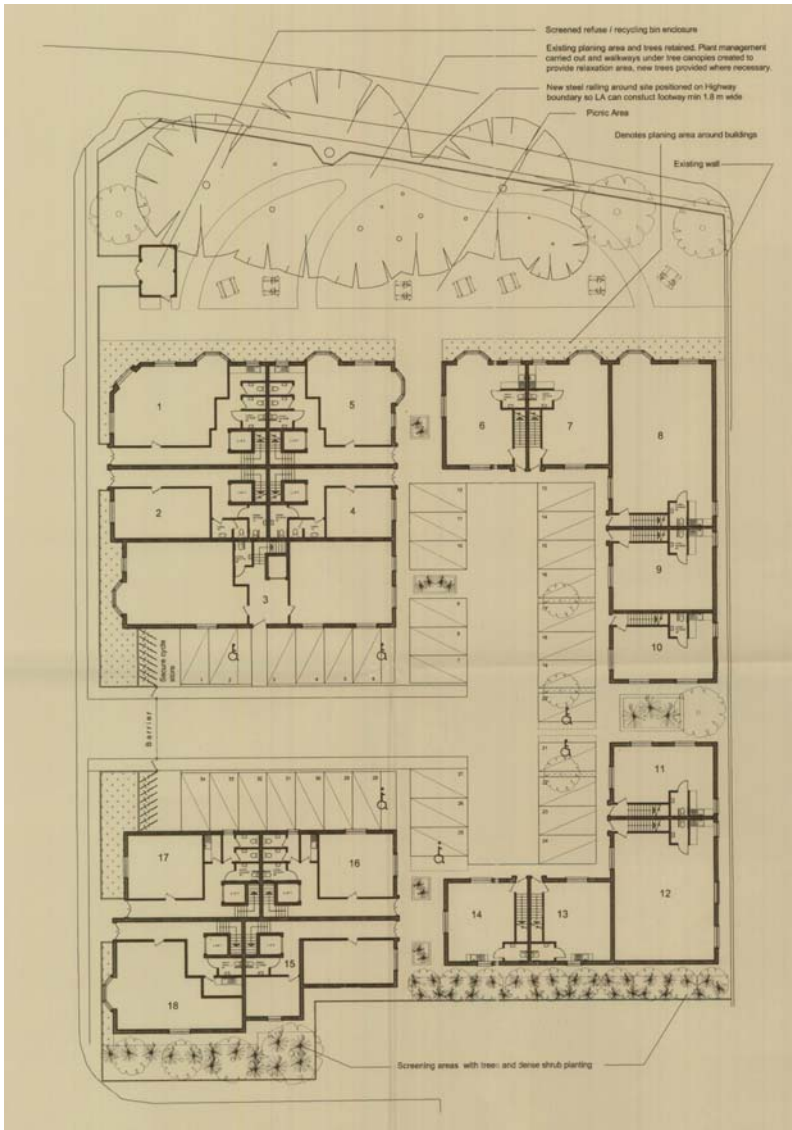


Image 1: Application Site



**Drawing 1: Proposed Site Layout**



**Drawing 2: Frontage on Coppetts Road**





**Photo 1: Access road to Gilson Place & Application Site (to left)**



**Photo 2: view from within the site look towards dwellings/ flats within Gilson Place**



**Photo 3: View from within the site look towards 135-141 Coppetts Road**