

**REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

<b>Reference No:</b> HGY/2011/1833	<b>Ward:</b> Fortis Green
<b>Address:</b> Land at Gilson Place and Coppetts Road N10 1JP	
<b>Proposal:</b> 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	
<b>Existing Use:</b> Vacant	<b>Proposed Use:</b> Residential
<b>Applicant:</b> Taylor Wimpey UK Ltd	
<b>Ownership:</b> Private	
<b>Date received:</b> 05/10/2011	<b>Last amended date:</b> 22/12/2012
<b>Drawing number of plans:</b> 10/055/010B, 011B, 012B, 013B, 014B, 015B, 016B, 017A, 018, 019b, 020A, 021A, 022B, 023, 024. JBA11/80-01	
<b>Case Officer Contact:</b> Matthew Gunning	
<b>PLANNING DESIGNATIONS:</b> Road Network: B Road	
<b>RECOMMENDATION:</b> GRANT PERMISSION subject to conditions and/or subject to sec. 106 Legal Agreement	

## **SUMMARY OF REPORT:**

The proposal is for the erection of a part 4 storey, part 3 storey block to accommodate 33 flats and a two-storey terrace with accommodation within the roof space to accommodate 6 houses; together with associated car parking and landscaping. Twelve of the units will be affordable housing, representing 40% of habitable rooms. This current application follows on from a number of applications for the site following the granting of planning permission for the redevelopment of the former Lynx Depot site. At the time of granting of planning permission for the former Lynx site in 2004 for 128 residential dwellings it was envisaged that this part of the site was to be redeveloped for commercial use. Bearing in mind the site's location and positioning next to residential properties and marketing of the site an alternative use is considered acceptable. The design and layout of the building are considered sensitive to the building, its surrounding and character of the area, and all the unit and room sizes consistent with the Council's floorspace minima. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers. This application is therefore recommended for APPROVAL, subject to conditions, and subject to a S106 Agreement.

## **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 (known as Gilson Place) and a narrow access route which provides access to Muswell Hill Playing Fields. There is a small terrace of residential properties immediately to the south of this site (Nos 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 2005 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 of 128 residential units with the retention of part of the land for employment purposes.

## **2. PROPOSAL**

- 2.1 The proposal is for the erection of a part 4 storey, part 3 storey block to accommodate 33 flats and a two-storey terrace with accommodation within the roof space to accommodate 6 houses; together with associated car parking and landscaping. The scheme will comprise of 2 x one bed flats, 31 x two bed flats, 2 x three bed houses and 2 x four bed houses. Twelve of the units will be affordable housing, representing 40% of habitable rooms.

- 2.2 The existing estate road will provide access to these proposed new units as well as to the existing houses and flats in Gilson Place. The scheme will provide 39 parking spaces of which 9 will be located outside the terrace houses. Cycle provision of 1 per 1 or 2 bedroom dwelling, and 2 for dwellings of 3 or more bedrooms will be provided, equating to 45 spaces in total.
- 2.3 The scheme has been amended slightly from that submitted to incorporate the following changes, namely by:
- Reducing the height of the terrace of houses (plots 34 to 39);
  - Setting the terrace forward to increase the length of the rear gardens of the houses;
  - Introducing a footpath across the Coppetts Road frontage;
  - Simplifying the relationship between the entrance to the block containing units 20 to 25 and the refuse storage arrangements.

### **3. 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/2011/1624- 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 – Approved 14/12/2011

### **4. RELEVANT PLANNING POLICY**

#### 4.1 National Planning Policy

PPS 1: Delivering Sustainable Development  
PPS 3: Housing  
PPS4: Planning for Sustainable Economic Growth  
PPG13: Transport  
PPG17: Planning for Open space, Sport and Recreation  
PPG22: Renewable Energy

#### 4.2 London Plan

Policy 3.3 Increasing housing supply  
Policy 3.4 Optimising housing potential  
Policy 3.5 Quality and design of housing developments  
Policy 3.8 Housing choice  
Policy 3.9 Mixed and balanced communities  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions  
Policy 5.7 Renewable energy

#### 4.3 Unitary Development Plan (2006)

Policy G1 Environment  
Policy G3 Housing Supply  
Policy UD1 Planning Statement  
Policy UD2 Sustainable Design & Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD8 Planning Obligations  
Policy ENV11 Contaminated Land  
Policy HSG1 New Housing Development  
Policy HSG4 Affordable Housing  
Policy HSG9 Density Standards  
Policy HSG10 Dwelling Mix  
Policy EMP4 Non Employment Uses  
Policy EMP5 Promoting Employment Uses  
Policy ENV13 Sustainable Waste Management  
Policy M4 Pedestrian and Cyclists  
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes  
Policy M10 Parking for Development

#### 4.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements

SPD Housing – containing advice on “Privacy/Overlooking Aspect/Outlook and Daylight/Sunlight”  
 SPG5 Safety by Design  
 SPG7a Vehicle and Pedestrian Movement  
 SPG8c Environmental Performance  
 SPG9 Sustainability Statement – Including Checklist  
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
 SPG10b Affordable Housing  
 SPG10c Educational Needs Generated by New Housing

4.5 Other

Mayor of London ‘London Housing Design Guide’ 2010  
 Haringey ‘Draft Supplementary Planning Document on Sustainable Design and Construction’  
 Haringey ‘Open Space and Recreation Standards SPD’

5. **PRE-APPLICATION CONSULTATION**

Prior to the submission of the planning application a range of pre-application discussions and meetings took place; namely:

- Pre-application Meeting with Planning & Design Officers – 14<sup>th</sup> December 2010; (Note Attached in Appendix A)
- The Haringey Design Panel - 12th May 2011 (Note attached in Appendix B)

5. **CONSULTATION**

<b>Internal</b>	<b>External</b>
Ward Councillors Transportation Team Housing Building Control Legal Services Cleansing Waste Management	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 Strawberry 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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## 6. RESPONSES

### London Fire & Emergency Planning Authority

- 6.1 The Brigade is satisfied with the proposal.

### Environmental Heath

- 6.2 The geo-environmental assessment letter accompanying the planning application does not consider residential gardens, bullet point three, section 8.1. It is noted that previous site investigation reports for this site are referenced, but not reproduced. In private garden areas remedial measures must be more stringent than those proposed in the letter accompanying this planning application. Condition X as outlined below is therefore imposed.

### Waste Management

- 6.3 2x 3 bedroom houses will each require standard kerbside collection full sets (size of refuse bin 240 litre) 4x 4 bedroom houses will each require standard kerbside collection full sets (size of refuse bin 360 litre)
- 6.4 Bin enclosure 1 - The application shows that the managing agents will transfer bins from the 6 households of 3 and 4 bedroom houses to bin enclosure 1 prior to day of waste collection. Waste collections start from 06:00 hours and the bins will need to be in the storage area as agreed prior to collections. Bulk waste containers must be located no further than 10 metres from the point of collection. The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- 6.5 Bin enclosure 2 – The applications shows that 4x 1100 bins will be stored in this enclosure but does not show the distance involved to the point of collection. Bulk waste containers must be located no further than 10 metres from the point of collection. The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and

surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

#### Thames Water

- 6.6 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.
- 6.7 Water Comments: On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.
- 6.8 Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

#### London Borough of Barnet

- 6.9 Raise No Objection

#### Cllr Newton

- 6.10 "As one of the local ward councillors I am writing to register my support for residents of 135, 137, 139 and -141 Coppetts Road and the comprehensive objections and comments regarding this application that they have already been submitted to Haringey Planning Department. In particular I am objecting regarding heights and overlooking that will have a significant adverse impact on the residential amenity of 135-141 Coppetts Road and would request that any buildings along the boundary wall alongside the access road to Muswell Hill Playing Fields should be restricted to 2 storeys at the same height as the neighbouring 1 & 2 Gilson Place. Buildings should

also be placed further within the site and away from the boundary wall. In addition, I agree with the residents concerns over any potential change to current site levels that could lead to increase in height of buildings and would support their requested condition that the current ground site levels be retained. Previous applications for this site have been refused on grounds of the adverse impact on the surrounding residents and I request that this application is refused on similar grounds and that the applicants submit a new application that takes full consideration of the objections and solutions put forward by residents of 135-141 Coppetts Road.”

#### Muswell Hill & Fortis Green residents Association

- 6.11 Object to this proposed development because of the height of the buildings overlooking 135- 141 Coppett's Road. The drawing showing the South- West Elevation looking North- East shows the scale of the new development in relation to the existing houses and the proximity of the development. The adverse effect on the the amenity of the residents in these properties is unacceptable and I therefore urge the council to refuse this application .

#### Transportation

- 6.12 The proposed site is in an area with a low public transport accessibility level. A site visit conducted on the 01/11/2011 observed that although the site is within walking distance to the number 234 bus route which offers some 6 buses per hour between East Finchley station and Barnet and the Colney Hatch Lane bus corridor which provides some 48 buses (two-way) per hour for frequent bus connections to Highgate tube station; the pedestrian facilities are poor and will require improvement in order to facilitate the residents to use sustainable modes of transport for their journeys to and from the proposed development.
- 6.13 Access: The development will be accessed via the existing access on Coppetts Road, at the time of the site visit , it was however observed that there were vehicles travelling at high speed along this section of Coppetts Road where there are not traffic calming measures to restrict the speed of vehicles approaching the proposed site access.
- 6.14 Trip Generation: We have examined the applicant transport assessment and have, consider the sites used from the TRAVL trip prediction database to be a fair representation of the proposed site. Our review and analysis of the applicants trip prediction based on the following sites: Longfield Avenue NW7, Osier Crescent N10, Tysoe Avenue EN3 and Yates Close NW10, concludes that the proposed residential development of some 39 units will generate an estimated combined in out movement of 21 vehicles in the AM peak and 18 vehicles in the PM. We have therefore agreed that this development



proposal will generate a combined in out flow of some 169 vehicles in a 12 hour period between 07:00 hours and 19:00 hours.

6.15 Car parking: The applicant has proposed providing 39 car parking spaces, which is in line with the Councils adopted UDP parking standards and the 2011 London Plan considering the location of the site and the existing parking conditions. However the applicant has not provide and electric car charging point a required by the London plan, we will therefore require the developer to ensure that 20 percent of all spaces provided must be for electric vehicles with an additional 20 percent passive provision for electric vehicles in the future. In addition the applicant has not provided any disable car parking spaces. The Councils parking standard requires the applicant to ensure that 5 percent (2 spaces) of the proposed 39 car parking spaces are disable parking spaces. The applicant has also proposed providing 45 cycle paring spaces which is inline with the 2011 London Plan and the Councils 2006 adopted UDP.

6.16 Servicing and refuse: The applicant proposes that the management company will move the refuse bins onto the external access road on a refuse collection day and return the bins after collection. This means that the bin trucks will not need to collect refuse from the site. We are concerned that the bins will block the footways which are only some 2.5m wide and currently facilitate half up parking. We will therefore require the applicant to provide serving deliver management plan including details on the storage of refuse for collection on a refuse collection day.

6.17 Travel Plan and Travel by sustainable modes of Transport: The applicant has not submitted an outlined travel plan with the transport assessment in line with the Council adopted UDP, TfL Best Practice Guidance for Transport assessment and Travel Plan Guidance. Hence, we will require the applicant to submit a Travel Plan. The Travel Plan must include measures to reduce the number of trips by car, such as car Clubs and provide the first year membership for free to all resident of the proposed development. Consequently, the highway and transportation authority would only support this applicant subject to the following conditions:

1. The applicant agrees to enter in to a S.106 agreement to contribute £110,000 (one hundred and ten thousand pound towards providing highways improvement measures to facility sustainable travel to and from the proposed development.

Reason: To promote travel by Sustainable modes of transport.

2. The applicant agrees to provide a travel plan inline with TfL travel guidance and must comply with the TFL ATTrBuTE, the Travel Plan must be secured by the S.106 agreement

Reason: To promote travel by Sustainable modes of transport.

3. The applicant must submit a servicing and deliver plan as least 3 months before the development is occupied.

Reason: To ensure that the development proposal can be adequately serviced.

4. The applicant must provide a least 2 disable parking space in line with the Councils adopted UDP.

Reason: To ensure that the development proposal complies with the 2006 adopted UDP.

5. The applicant must ensure that that 20 percent of all spaces provided must be for electric vehicles with an additional 20 percent passive provision for electric vehicles in the future.

Reason: To promote travel by Sustainable modes of transport.

6. At least 6 months prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

7. Reason: To minimise vehicular conflict at this location.

#### Local Residents

6.18 Letters of objection/concern have been received from the residents of the following properties: No's 137, 139 Coppetts Road, No's 8, 25, 26, 110, 117 Gilson Place, 265 Osier Crescent (including a joint letter from residents of No's 135, 137, 139, 141 Coppetts Road) and are summarised as follows:

- A change of planning permission to residential would make the original permission dubious;
- Area needs more work space;
- Previous scheme only allowed when building along the south eastern boundary has been reduced to single storey to respect the residential building at 141-135 Coppetts Road;
- The properties should not be higher than single storey close to our houses rising to 2 storey further up the boundary to the entrance;
- Overdevelopment of the area – over subscription in schools;
- Not enough 1 & 3 bedroom units;

- Proposed houses will loom over neighbouring houses and gardens blocking sunlight;
- Overlooking issues;
- loss of amenity;
- Proposed terrace block will look ugly and out of character;
- Current residential estate lacks adequate parking facilities (noticeable during weekday evenings/nights and weekend);
- A change in planning permission from business/offices to residential would further exacerbate an already dangerous situation;
- Inadequate parking for visitors;

#### Comments on Amended plans

- A reduction of 400mm to the terrace block is inconsequential and does not address the concerns raised;
- Existing employment land permission is for much lower single storey block in the vicinity of our neighbouring houses;

The resident of No 309 Oscier Crescent does not object to the proposal so long as:

- enough school places, doctor's surgeries , dentists are provided:
- traffic congestion at the small roundabout and along Coppetts road and Trott Lane is considered.

## 7. ANALYSIS / ASSESSMENT OF THE APPLICATION

### Background

- 7.1 This current application follows on from a number of applications for the site following the granting of planning permission for the redevelopment of the former Lynx Depot site. At the time of granting of planning permission for the former Lynx site in 2004 for 128 residential dwellings it was envisaged that this part of the site was to be redeveloped for commercial use. 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. The S106 agreement accompanying the application for the broader redevelopment of the site referred to this part of the site as "Commercial Land", and Schedule B of the agreement contained a obligations to secure the promotion of employment development (within Use Classes B1 or B8 of the Use Classes Order).
- 7.2 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.

- 7.3 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.
- 7.4 A application (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.
- 7.5 The area of the former Lynx Deopot 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.
- 7.6 The main issues in regards to this application are considered to be (1) the principle of a residential use/ change of use, (2) layout and design, (3) standard and mix of accommodation, (4) affordable housing, (5) impact on the amenity of adjoining occupiers (6) transportation/ car parking and (7) planning obligations.

#### Principle of Residential Use/ Change of Use

- 7.7 The very first issue in considering an application of this nature is the loss of the employment use. While the application site does not fall within a defined employment area (DEA) the requirement of policy EMP4, which outlines criteria for the change of use of land and buildings previously in employment generation apply in this case. The policy states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:

- a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
- b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
- c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.

- 7.8 As outlined above the S106 Agreement in association with the application approved in 2005 sought to keep this part of the broader Lynx site for employment/ commercial use. As also outlined above planning permission (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. This permission was sought by Safeland Plc, a developer of commercial property, who secured consent for 18 small B1 units in 4 blocks of up to 4-storeys, totalling 3,456sqm.
- 7.9 Safeland have undertaken a marketing exercise in connection with this piece of land. This has involved instructions with a number of agency's - Paul Simon Seaton Commercial (PSSC), a leading north London Commercial Property agency, jointly with Claridges Commercial, Goldschmidt and Howland, Abacus Estates, Michael Berman and Martyn Gerard's. The site was promoted on a number of commercial property marketing websites, including propertymall.com; Estates Gazette Interactive; North London Ltd; Focus and Propex. The commercial development opportunity was also circulated via the Estate Agents
- 7.10 The applicant has indicated that despite active and continuous marketing for some 3,, years, from December 2007 to summer 2011, no positive interest was forthcoming to lead to a sale of the site for commercial development
- 7.11 Officers recognise the site is in an isolated location with a low PTAL rating next to residential properties. The LPA accept that the introduction of certain uses (in particular B8 uses storage and distribution uses – i.e. self storage facilities, depots etc) would present difficulties in terms of residential amenity and transport grounds in the short, medium and long term. The creation of B1 office accommodation on this site is also seen to be problematic given the location of the site. PPS6 Planning for Town Centres (2005) requires office development as far as possible to be focused in office centres.
- 7.12 Modification of the existing S106/ obligation removing the prohibition on development for purposes other than B1 or B8, contained in

paragraph 1 of Schedule B of the Agreement dated 15 December 2005, will be required enable the approval of such an application.

- 7.13 In view of the constraints associated with this site in terms of its location and accessibility and limited market demand for the commercial development of the land, residential development is considered to be acceptable and consistent with national, London-wide and local policy.

#### Layout & Design

- 7.14 The proposed scheme will consist of two blocks; the larger of which will be a part three and a part four storey L-shaped block; located along the frontage of the site and wrapping around the western side of the site parallel to the access road. The other block will be a terrace of two-storey terrace houses with accommodation within the roofspace located near the eastern boundary of the site parallel to the access route which runs along the eastern boundary of the site.
- 7.15 The block fronting onto Coppetts Road will be three stories in height increasing in height as it turns the corner along the access road. While concerns have been raised about the height of this block, its scale and mass responds accordingly to the transition in height between the existing terraced houses (135-141) and the existing apartment block on the other side of the access road to Gilson Place.
- 7.16 The terrace of six houses will be sited 7.8m away from the boundary with the eastern boundary (access route which provide access to Muswell Hill Playing Fields). This terrace will sit further forward in comparison to the block approved in the 2008 scheme for the site (a single storey block with accommodation within the roofspace).
- 7.17 The scheme is laid with a central space for parking for cars. The scheme will also include improvements to the existing access road by providing parking bays and trees planting along this route. The scheme will have a small landscaped area which will act as a small focal point. This space will incorporate a raised brick planter and in part a resin bound aggregate surface.
- 7.18 The architectural treatment of the L shaped block will be similar to that of the existing blocks within Gilson Place while the terrace block will be of a different design to introduce a element of variety to the scheme. A comprehensive palette of materials, including brick, render, steel balustrades and artificial slate will be used. The blocks will be faced in brickwork (i.e. Terca Warnham Red/Orange and soft Terracotta Red for brick detailing). The roofing material will be concrete interlocking tile in dark grey with contrasting terracotta ridge tiles for the apartment block with red/brown concrete plain tiles for the terrace houses. The elevations will also incorporate render

(monocouche cream), UPVC double glazed windows & soffits, black half round guttering, powder coated balconies and cills and headers in reconstituted stone.

- 7.19 A landscaping design has been submitted with the application providing details of the soft and hard landscaping. There will be a variety of different surface materials to differentiate between the different surface uses. By specifying materials with contrasting qualities such as textured 'Silver-Grey' slabs and smooth 'Burnt Ochra' blocks, then a clear distinction between private footpaths and vehicular routes will be created.
- 7.20 The insufficient set back of buildings from the back edge of pavements and lack of soft landscaping is noted in respect of the existing Gilson Place development. The scheme therefore seeks to create a stronger street with tree planning and hedges. Tree, hedge and shrub planting will also be used in the central courtyard area to mitigate its hard landscaped areas. The variety of texture, form and colour to the hard surfacing and planting will give quality to the scheme.
- 7.21 A plan showing the details of the siting of refuse and recycling bin enclosure and collection points are shown on Drawing No. 10/055/23A and are considered to be acceptable.
- 7.22 Overall the layout and design of the proposed scheme is considered acceptable in the context of the adjoining residential development.

#### Trees & Ecology

- 7.23 In terms of the impact of the proposal development on tree none of the proposed buildings will require removal of the existing protected trees along the Coppetts Road frontage of the site. The creation of footpaths to the front of the new building would be within the root protection areas of existing trees, but these works can be satisfactorily undertaken without detriment to the trees. The tree survey and report submitted (prepared by James Blake Associates) has recommended that several poor quality trees should be removed for good arboricultural reasons, which would provide opportunities for beneficial new planting, enhancing the Coppetts Road site frontage.
- 7.24 An ecological survey undertaken prior to the approval of the existing development concluded that no evidence of any protected species were to be found within the site. The application site does not contain any feature that could be expected to provide habitat for protected species.

#### Standard & Mix of Accommodation

7.25 The size, distribution and tenure composition of the dwellings proposed are outlined in the table below.

	1 Bed	2 Bed	3 Bed	4 Bed	Total Units	Hab Rooms	% Hab Rooms
Market Units	2	25	-	-	27	79	60.3
Affordable Units	-	6	2	4	12	52	39.7
TOTAL	2	31	2	4	39	131	100.0

7.26 All units are designed with level thresholds and are designed to be easily adaptable for residents who are wheelchair users. Lifetime Homes Criteria are applied in line with the requirements of the London Housing Design Guide.

7.27 The site has an area of 0.35 hectares. This residential element of the proposal will have 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 (2011), the plan categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by terrace houses and blocks of flats and as such at PTAL of 200-450 HRH is considered acceptable.

7.28 The scheme will comprise of 2 x one bed flats, 31 x two bed flats, 2 x three bed houses and 2 x four bed houses. It is recognised that the scheme provides a very high proportion of 2 bedroom units and that more one bedroom units should be provided. However, it is recognised that the provision of more one bedroom units could increase the overall number of units which in turn would require more parking spaces on site.

7.29 On balance given the constraints of the site and the difficulty in accommodating more 3 bedroom units within the residential block, given the floor plan and stacking arrangement, the mix of units is considered to be acceptable.

#### Affordable Housing

7.30 In line with London Plan and the Council's UDP policies a proportion of affordable housing is required to be provided on site to meet the borough target of 50%. The London Plan seeks to achieve a range of types of affordable housing and an appropriate balance between social and intermediate housing, to meet a London wide objective of 65% social housing and 35% intermediate housing.

7.31 As per the consent issued in 2005 for the adjoining residential site, a similar proportion of affordable housing (40% of habitable rooms) will



be secured. The level of provision is very similar to that secured in a scheme (LPA Ref: HGY/2008/2196) for a nearby site (Coppetts Wood Hospital site). The terrace of 6 units will be social rented unit while 5 units within a wing of the main block will be intermediate housing and one social rent. On balance the proposal is considered to be an acceptable balance and to be in accordance with the requirements of policy HSG4.

#### Impact on Residential Amenity

- 7.32 The layout of the proposed scheme and the heights of block have been designed to sensitive to the amenities of adjoining residents, in particular those at No's 135 – 141 Coppetts Road. As outlined above the terrace of six houses will sit further into the site (7.8m), in comparison to the block approved in the 2008 scheme for a single storey block with mansard roof, containing accommodation within the roofspace.
- 7.33 The terrace of six houses will sit at a lower ground level in comparison to the level of the access road which separates the application site and the houses at 135 – 141 Coppetts Road. The ridge height of the terrace of houses has been reduced by 400mm and the terrace has been pulled marginally further into the site.
- 7.34 The position and siting of the terrace will not adversely affect the residential and visual amenities to the resident of No's 135 – 141 Coppetts Road. The roof slights on the rear roof slope of these properties will be above eye level and therefore will not lead to overlooking. While there will be 12 windows along the rear elevation of the new terrace (8 serving bedrooms and 4 bathrooms, these windows will be at a lower level to those on the back of No 135 – 141 Coppetts Road. This difference of levels, coupled with the distance apart and the angle at which these terrace blocks will sit mean that the scheme will not lead to adverse overlooking. It is important to point out that the positioning of terraces properties in this manner is common in suburban areas of this nature.
- 7.35 The other larger block of the development is considered to be located sufficiently away from the nearest residential dwellings not give rise to adverse impacts on their residential and visual amenities.

#### Transportation & Car Parking

- 7.36 In accordance with the requirements of SPG7c a Transport Assessment has been prepared by David Tucker Associates and submitted with this application. The assessment provides an assessment of the likely traffic generation associated with the proposed development, an assessment of the impact of the development on the local road network and an assessment of the

accessibility of the site. The site has a low Public Transport Accessibility Level (PTAL) rating (PTAL2).

- 7.37 A TRAVL assessment indicates that the site will generate 21 and 18 two-day vehicle trips in the AM and PM peak periods respectively. During the 12 hour period a total of 169 two-way vehicle trips are estimated to access and egress the site. This trip generation would not give rise to issues or capacity or congestion on the road network.
- 7.38 The level of parking proposed in association with the proposed is considered to be acceptable. As noted above the scheme will provide 39 parking space of which 9 will be located outside the terrace houses. Two additional spaces will be provided along the access route into the site. As noted in the comments from Transportation electric car charging point a required by the London Plan and as such 5 electric vehicles spaces would be required. In addition 2 disable parking space in line with the Councils adopted UDP will be required. Cycle provision of 1 per 1 or 2 bedroom dwelling, and 2 for dwellings of 3 or more bedrooms will be provided, equating to 45 spaces. The arrangements for access by refuse collection and other service vehicles are considered satisfactory.
- 7.39 This application will be subject to a S106 agreement to secure measures towards providing highways improvement measures to facilitate sustainable travel to and from the proposed development. It is recognised that the upgrading of pedestrian footpaths in the vicinity of the site as well as works to upgrade the mini-roundabout at the junction of Coppetts Road and Trott Road are needed. In addition the application will be required to provide a travel plan inline with TFL travel guidance and to comply with the TFL ATTrBuTE. It is identified that the Travel Plan must include measures such as car club provision.
- 7.40 Overall the proposed development is considered acceptable in highway and transportation terms.

#### Sustainability & Renewable Energy

- 7.40 In accordance with the requirements of the London Plan, an assessment of the potential contribution of renewable energy technologies for this development has been undertaken, to show how a target reduction of 20% in carbon emission can be achieved based on current Building Regulations minimum construction requirements. A number of potential renewable technologies were considered namely wind, photovoltaics, solar hot water systems, biomass heating, and power, ground sourced heating and ground sourced cooling.
- 7.41 PV panels are the most efficient and cost effective method of renewable energy for this development .Sufficient roof space has been

allocated for the PV panels required, as shown on the scheme drawings.

- 7.42 The development will be designed to meet Level 4 of the Code for Sustainable Homes, with attention paid to minimising energy and resource consumption, both during construction and in occupation.

#### Planning Obligations

- 7.43 In line with Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £178,000.00 (primary - £86,000.00 towards & secondary £92,000.00).

- 7.44 As outlined above a 40% of habitable rooms) will be secured as affordable units; made up of the following:

- • 5 x 2 bedroom Shared Ownership apartments;
- • 1 x 2 bedroom Affordable Rented apartment;
- • 2 x 3 bedroom Affordable Rented houses;
- • 4 x 4 bedroom Affordable Rented houses.

- 7.45 The S106 agreement will require a Travel Plan to be submitted prior to commencement of development. This plan will secure a contribution of £110,000.00 towards measures towards providing highways improvement measures to facilitate sustainable travel to and from the proposed development. The applicant is also required to submit and agree a Travel Plan prior to the commencement of the development, prepared in line with TFL travel guidance and TO comply with the TFL ATTrBuTE;

- 7.46 As outlined in the report above the Schedule B of the current S106 agreement dated 15 December 2005 (entered into between Lynx Express Ltd, George Wimpey North London Ltd and the Council) will need to be varied, specifically the matter relating to 'Commercial Land'.

## **8. RECOMMENDATION**

### RECOMMENDATION 1

9.1 The Sub-Committee is recommended to RESOLVE as follows:  
(1) That planning permission be granted in accordance with planning application no. HGY/2011/1833, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the

Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £175,000.00 towards educational facilities within the Borough (£86,000.00 for primary and £92,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) The identified 5 residential units to be provided as affordable intermediate housing and the identified 6 residential units to be provided as affordable social housing and retained in perpetuity as such;

(1.3) A contribution of £110,000.00 is being sought for a range of highway improvement measures to facilitate sustainable travel to and from the site;

(1.4) To submit and agree a Travel Plan prior to the commencement of the development, prepared in line with TFL travel guidance and to comply with the TFL ATTrBuTE;

1.5) Schedule B of the Agreement dated 15 December 2005, entered into between Lynx Express Ltd, George Wimpey North London Ltd and the Mayor and Burgesses of the London Borough of Haringey (relating to the "Commercial Land"), shall cease to have effect

(1.6) The developer to pay a administration / monitoring cost of £5,000.00 in connection with this Section 106 agreement. This gives a total amount of £291,000.00.

## RECOMMENDATION 2

9.2 That in the absence of the Agreement referred to in the resolution above being completed by 30<sup>th</sup> April 2012, planning application reference number HGY/2011/1833 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards education facilities and contributions towards improvements to the site's junction with Watsons Road/ Ringslade Road and highway safety measures along Watsons Road the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG10c 'Educational Needs Generated by New Housing Development'.

### RECOMMENDATION 3

9.3 In the event that the Planning Application is refused for the reason set out above, the Assistant Director (PEPP) (in consultation with the Chair of Planning Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) there has not been any material change in circumstances in the relevant planning considerations, and
- (ii) the further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) the relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

### RECOMMENDATION 4

9.4 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/1833 and the Applicant's drawing No's 10/055/010B, 011B, 012B, 013B, 014B, 015B, 016B, 017A, 018, 019b, 020A, 021A, 022B, 023, 024. JBA11/80-01.

### 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. The hard landscaping shall be completed before the premises are first occupied. The soft landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. Before the development hereby permitted is fully occupied the 39 parking spaces shown on the approved drawings, including at least 2 disable parking space, shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with this approved residential development.

Reason: To ensure that parking is provided in accordance with the Council's standards, in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

6. Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

7. Details including the type, specification and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority before the residential units are occupied and thereafter carried out in accordance with the approved details.

Reason: To prevent adverse light pollution to neighbouring properties

TREE PROTECTION

8. All works associated with this development shall be undertaken in accordance with the detail as specified in the Arboricultural Report & Method Statement. Reason: To safeguard the health of existing trees which represent an important amenity feature.
9. A pre-commencement site meeting must take place with the Architect, the consulting Arboriculturist, the Local Authority Arboriculturist, the Planning Officer to confirm tree protective measures to be implemented. All protective measures must be installed prior to the commencement of works on site and shall be inspected by the Council Arboriculturist and thereafter be retained in place until the works are complete.

Reason: To safeguard the health of existing trees which represent an important amenity feature.

#### ENERGY EFFICIENCY / SUSTAINABILITY

10. A supporting statement shall be submitted demonstrating consistency with the submitted Energy Assessment including details of the siting of the photovoltaics panels to be approved in writing by the Local Planning Authority and thereafter implemented in accordance with the 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.
11. Details of electric vehicle charging points to be provided for the development shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. Reason: In order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

#### CONSTRUCTION

12. Before development commences other than for investigative work:
  - a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

13. 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

14. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routeing of traffic around the immediate road network and reasonable endeavours ensure that deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

#### PERMITTED DEVELOPMENT

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order



2008 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any part of Class A, D & E of Part 1 of that Order shall be carried out on site

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

16. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development

#### REASON FOR APPROVAL

The proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the residential block and terrace are considered sensitive to its surrounding and character of the area. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring. As such the proposal is considered to be in accordance with Policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', 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.

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

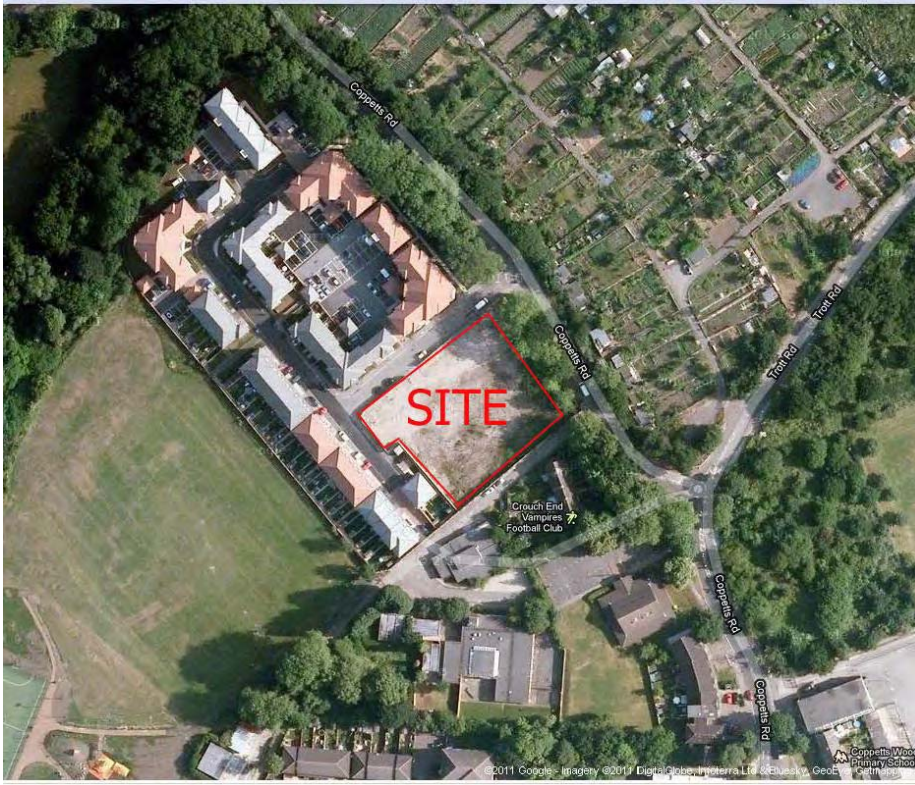


Image 1: Application Site



Drawing 1: Proposed Site Layout



**Drawing 2: Indicative elevations**



**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**