

REPORT FOR CONSIDERATION AT PLANNING APPLICATIONS SUB COMMITTEE

Reference No: HGY/2006/2308

Ward: Crouch End

Date received: 24/11/2006

Last amended date: N/A

Drawing number of plans: A/001 rev C, A/101 rev C, A/102 rev C, A/103 rev C,
A200 rev C, A/201 rev C, A/300 rev C

Address: R/O 62 - 70 Coolhurst Road, N8

Proposal: Erection of 1 x 2 storey three bedroom dwelling house with associated refuse storage and parking.

Existing Use: Vacant land

Proposed Use: Residential

Applicant: SLLB Architects

Ownership: Private

PLANNING DESIGNATIONS

Crouch End Conservation Area
Road - Borough

Officer contact: Elizabeth Ennin-Gyasi

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site is a triangular –shaped vacant land, which is currently under grass and located to the rear of No. 62 – 70 Coolhurst Road and lies fronting Wolseley Road. There are two trees on the site; one fronting Wolseley Road is under Tree Preservation Order. The site lies within Crouch End Conservation Area and the local area is predominately residential. Access is on Wolseley Road shared with properties on Coolhurst Road for car parking.

PLANNING HISTORY

- Erection of detached house with garage – refused 14 August 1972 - appeal dismissed 12 September 1973.

- Erection of 2 x 2 storey two bedroom dwelling houses with associated refuse storage and parking – refused 5 July 2006
- Erection of 1 x 2 storey 3 bedroom dwelling house with associated refuse storage and parking – refused 25 July 2006
- Erection of 1 x 2 storey 3 bedroom dwelling house with associated refuse storage and parking – withdrawn 15 November 2006

DETAILS OF PROPOSAL

Erection of 1 x 2 storey three bedroom dwelling house with associated refuse storage and parking. The scheme would create a new entrance accessible on Wolseley Road and would have provision of off-street parking space in the form of a basement garage.

CONSULTATION

Ward Councillors
Hornsey CAAC
CASCH

Transportation
Waste Management
Building Control
Conservation Team
Tree Officer

Residents

56 - 70 Coolhurst Road
Flats 1,2,3 60 Coolhurst Road
1 – 16 Wolseley Road
2a, 2b, 2c, 2d, 2e Wolseley Road
1a, 1b & 1c Wolseley Road
Garden flat 1 Wolseley Road
Flats 1-5(c- 6 Wolseley Road
Flat 2, 58 Coolhurst Road
128 Albert Street, NW1

RESPONSES

60 Coolhurst Road - objects
64 Coolhurst Road - objects
68 Coolhurst Road - objects
Flat 2 – 58 coolhurst Road- objects
1 Wolseley Road - objects

2c Wolseley Road - objects
12 Wolseley Road – objects
14 Wolseley Road – objects
CASCH – objects

Hornsey CAAC – ‘ This is an improvement on the last application no.2006/1967, but we still have concerns about the design of the building, in particular the size of windows in relation to the walls’

Building Control – ‘Appears satisfactory for B5’

Transportation – ‘Although this development proposal falls in an area with low public transport accessibility level, it is 'W5' bus route operating 10buses per hour (two-way) between Archway tube station and Harringay Green Lanes and, within a walking distance of Park Rd W7 bus route which offers some 26buses (two-way) hourly for frequent connections to Finsbury Park tube station. In addition, this site has not been identified by the Council’s SPG as that with parking pressure. We have also considered that the proposed development would not generate any significant traffic or indeed car parking demand that would have an adverse impact on the adjoining highway network. Furthermore, the applicant has addressed our initial concern about footway/carrageway visibilities by relocating the proposed vehicular access further east, with its eastern periphery some 3metres away from No. 1 Wolseley Road and, proposed a 900mm-high metal railing fence fronting this development on Wolseley Road, as detailed on Plan No. A/300 Rev.C .

Consequently, the highway and transportation authority would not object to this application.

Informative:

(1) The proposed development requires a new crossover to be made over the footway. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

(2) The new development will require 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.

Tree Officer

Tree cover

The most significant tree on site is the mature Sycamore adjacent to the boundary with Wolseley Road. It is specified to retain this tree within the new development. It is of significant amenity value being visible to all local residents and appears healthy for its age and species.

This tree is protected by a Tree Preservation Order confirmed in 2006.

Proposed layout

The layout drawing indicates the nearest point of construction to be 7.2m. This is outside of the recommended Root Protection Area (RPA) specified in BS:2005 Trees in relation to construction for a tree of this size. Constructing at this distance will not have a detrimental effect of the Sycamore trees future health.

Tree protection

Following recommendations in BS5837:2005 Trees in relation to construction, would result in a Root Protection Area (RPA) of 6m square for the large Sycamore tree. The RPA is a minimum protected area around each tree to be left undisturbed.

No tree protection measures have been specified at time of application. A Method statement specifying tree protection measures must be produced by an Arboriculturist, with reference made to BS5837:2005 Trees in relation to construction. This must include a specification for protective fencing with a site plan indicating where it will be installed.

New tree planting

The planting of at least one new heavy standard replacement tree must be conditioned into planning approval. The area where the tree is to be planted must be protected to ensure no damage to soil structure. Native species should be considered, due to their benefits for local bio-diversity and suitability to the type of soil. Further tree planting must also be requested as screening and to improve the amenity value of the site.

Conclusions

In my opinion, the proposed new development may be permitted on the condition that robust tree protection measures are implemented to ensure the existing trees on site are adequately protected throughout the development process.

Conservation Officer – 'This triangular green site is at the rear of the 5no 3 storey 1960's terrace houses No 62-70 Coolhurst Road, and is located on the NE side of the rear access driveway. This modernist terrace is prominently located on the high ground of Coolhurst Road, and appears distinctively different to the typical Victorian style houses of the area. The site lies within Crouch End Conservation Area.

The proposed development is of 2 x 3 bed houses which would have their frontage facing Woolsey Road and vehicular access to it.

In planning terms is this a development site? Should it be retained as an open landscaped area? Has the principle of a residential development on this site already been established by precedent or previous permissions?

In highways terms is this bend in road a safe place for a traffic crossover- access to the highway?

If these two important planning issues can be satisfactorily addressed then I believe the site can be considered for residential development. On this basis I raise no conservation or design objection and consider that the footprint on site, height, mass and bulk as proposed are acceptable. The level of the site for the 2 proposed storey houses is well down below the terrace as illustrated on the Proposed East Elevation, and the houses will appear subordinate to the dominant terrace on higher ground above.

I would recommend that the boundary treatment to the front on Woolsey Road is low to ensure views to the frontage of the houses – as is usual for houses in the street – a high blank front walls would be visually deadening and detrimental. Also I would recommend high quality hand made facing brickwork as the principal facing material – brick samples to be approved.

RELEVANT PLANNING POLICY

OS 17 Tree Protection, Tree Masses and Spines

HSG: Density Standards

UD3: General Principles

UD4: Quality Design

UD9: Parking For Development

UD6: Waste Storage

M10 Parking for Development

CSV1 Development in Conservation Areas

SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes

SPG 7b Vehicle and Pedestrian Movement

ANALYSIS/ASSESSMENT OF THE APPLICATION

In 1973 an application to erect a detached house with a garage on the site was dismissed at an appeal on grounds including potential overlooking, damaged to trees, higher density, and access on a steep bend close to road intersection and already serving 4 double garages. Although the Inspector had raised no objection on the principle of residential use on the site, he concluded that 'any additional use of this access where sight lines are unsatisfactory would be undesirable' (T/APP/4415/A/72781/DS).

Subsequently, an application seeking permission to erect two x two storey - bedroom dwelling houses was refused on 5 July 2006 on grounds of harm to the Conservation Area, prejudicial to road safety and inconsistency with existing pattern of development (HGY/2006/0571). The applicant has since submitted two applications, which although dealt with the harm to the Conservation Area relating to boundary fencing and the design of the dwelling with front facing Wolseley Road; the issue relating to public safety due to increase use of the existing access had not been resolved.

The current proposal is the applicant's attempt to address the issue of public safety relating to increase use of the existing access and the current scheme involves erection of a three bedroom dwelling with associated off-street parking etc. It is

considered that the main issues that need addressing on the proposal are: size, bulk & design, impact on residential amenity of existing residents, vehicular access, car parking and waste disposal:

SIZE, BULK & DESIGN

Policies UD3 'General Principles', UD4 Quality Design and CSV1 'Development in Conservation Areas', require that new buildings are of an acceptable standard of design in terms of the special characteristic of the locality, height, scale and bulk in order to relate satisfactorily with the surrounding area. The scheme consists of one two - storey 3bed town house, design to front onto Wolseley Road and with a low brick/hedge fencing on the boundary with Wolseley Road. As the land slopes downwards, the proposed dwelling on the north elevation, is design to be approx. 6.1m high, which is significantly below the existing height of the properties surrounding the site. Therefore the proposed height would be subordinate to existing dwellings and the positioning of the scheme should not have significant adverse impact on adjoining or adjacent properties.

The proposed scheme is modern in design with the principle objective of creating a high quality dwelling. The external wall would be red brick to match neighbouring buildings with traditional timber window frames. The scheme also incorporates sustainable design elements such as large glazed openings to allow solar gain and flat 'green planted roof' to reduce energy consumption. It is considered that the proposed modern design is acceptable and in keeping with neighbourhood, due to the mixed building styles of the locality. The Conservation Officer has commented as follows: 'I raise no conservation or design objection and consider that the footprint on site, height, mass and bulk as proposed are acceptable. The level of the site for the 2 proposed storey houses is well down below the terrace as illustrated on the Proposed East Elevation, and the houses will appear subordinate to the dominant terrace on higher ground above.' The scheme is therefore considered to be consistent with guidelines set out in policies CSV1, UD3, UD4 SPG1a, SPG 3a & SPG3c.

Amenity space has been design into scheme in the form soft landscaping areas. The proposed building has been sited to ensure that the existing tree, which is under TPO would not be harmed. The Council's Tree Officer has no objections to the proposal subject to the submission for approval of a method statement specifying tree protection measures, as well as the planting of at least one new heavy standard tree to replace the existing tree to the rear of the site. Conditions have been attached to this report to ensure that the Council's Tree Officer requirement would be adhered to. Therefore it is considered that the proposal should not undermine existing tree on the site in line with guidelines set out in policy OS17.

The site area given is $781\text{m}^2 + 252\text{m}^2$ (frontage) = 1033m^2 the scheme comprise of 1 x 3 bedroom house providing 4 habitable rooms. The density created would be 387 hrh, which is within the Council's density range of 200 - 700 hrh as set out in policy HSG9 of the UDP. Given that only one dwelling is proposed on the site, it is considered that the scheme relates well to the site in terms of density and scale.

IMPACT ON RESIDENTIAL AMENITY OF EXISTING RESIDENTS.

The positioning, scale and the design of the dwelling is considered not harmful to existing occupiers in relation to loss of sunlight & daylight or loss of privacy. There are no principle windows facing properties on Wolseley Road and no windows are design to the rear on the boundary with Coolhurst Road properties. The scale and bulk of the dwelling at two storey and its position on land lower than existing buildings is considered not to present problems of overlooking, loss of daylight & sunlight or pose any adverse amenity impact in line with the requirement of UD4 & SPG3b.

VEHICULAR ACCESS

Following the refusal of previous proposal on grounds of public safety relating to increase vehicular use of the existing shared access, the current scheme propose a new vehicular access towards the eastern end of the site on Wolseley Road. The access would have 3m width with dropped crossing onto the highway and would achieve 2.4m by 45m visibility splays in both directions. The proposed new vehicular access which is illustrated on drawing No. A/101 REV C is considered acceptable by Transportation; who have commented as follows: ' Furthermore, the applicant has addressed our initial concern about footway/carriageway visibilities by relocating the proposed vehicular access further east, with its eastern periphery some 3metres away from No. 1 Wolseley Road and, proposed a 900mm-high metal railing fence fronting this development on Wolseley Road'. It is considered that the new vehicular access is acceptable on safety grounds and meet guidelines set out policy M10.

CAR PARKING AND WASTE DISPOSAL

The scheme provides a basement garage for on – site parking and similar to other properties on the street would acquire the use of a wheelie bin for refuse storage and collection. Transportation Group has no objection to the scheme and commented as follows: 'We have also considered that the proposed development would not generate any significant traffic or indeed car parking demand that would have an adverse impact on the adjoining highway network.' Therefore the scheme is considered to meet guidelines set out in SPG 7a.

THE COUNCIL'S RESPONSE TO CONSULTATION COMMENTS RECEIVED

There have been 10 letters of objections received from local residents and CASCH. Hornsey CAAC did not object to the scheme on principle but had concerns in particular but the size of the windows in relation to walls. The grounds of objections included: parking, overdevelopment, road safety, tree protection, contamination of Japanese knotweed and loss of light and privacy.

1. On parking:

Response:

The scheme is design with a garage which would provide off – street parking and the Council Transportation Group considers that to meet policy guidelines.

2. Over- density/ overdevelopment:

Response:

The proposed density is within the Council’s density range as set out in policy HSG9. Also the proposed one three bedroom house is considered to be appropriate in scale to the site.

3. Road Safety

Response:

The current scheme would create a new vehicular access, which is considered to be an improvement in reducing road traffic hazard for pedestrian and vehicles. The Council Transportation Group considers the new access being acceptable in meeting guidelines for safety proposes.

4. Loss Of Matured Trees

Response:

The matured tree on the site is under Tree Preservation Order and the proposal would retain this tree. Furthermore a condition has been attached to this report to ensure the TPO tree is protected and for new tree/s to be planted.

5. Contamination Of Japanese Knotweed.

Response:

A condition has been attached to this report for the applicant to contact the Environment Agency for advice on the safe removal of the Japanese knotweed and to submit details to the Council for approval.

6. Loss of natural light, loss of privacy & overlooking,

Response:

The scale and positioning of the dwelling and its design is not considered to pose any problems of loss of privacy or loss of sunlight & daylight.

SUMMARY AND CONCLUSION

The proposed scheme relates well to the site in terms of density and scale in line with policy HSG9 ‘Density Standards’. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with Policies CSV1 ‘Development in Conservation Areas’, UD3 ‘General Principles’, UD4 ‘Quality Design’, SPG3c ‘Backlands Development’ and SPG3b ‘Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight’.

The scheme would provide off- street parking and protect the TPO tree on the site, which would conform to Policies M10 'Parking for Development' and OS 17 'Tree Protection, Tree Masses and Spines'. The new vehicle access to the east of the site on Wolseley Road is considered to be a significant improvement to public safety. Therefore the scheme is considered to be acceptable and approval is recommended.

GRANT PERMISSION

Registered No. HGY/2006/2308

Applicant's drawing No.(s) A/001 rev C, A/101 rev C, A/102 rev C, A/103 rev C, A200 rev C, A/201 rev C, A/300 rev C

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. 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.
5. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of

materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

6. The existing trees on the site shall not be lopped, felled or otherwise affected in any way (including raising and lowering soil levels under the crown spread of the trees) and no excavation shall be cut under the crown spread of the trees without the prior written permission of the Local Planning Authority.
Reason: In order to safeguard the trees in the interest of visual amenity of the area.
7. 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.
8. Before the commencement of any works on site, a fence or wall, materials to be agreed with the Local Planning Authority, shall be erected and permanently retained for the land frontage to Worseley Road.
Reason: In order to ensure a satisfactory means of enclosure for the proposed development.
9. Notwithstanding the provisions of Schedule 2, Part 1 of the Town & Country Planning General Permitted Development Order 1995, no enlargement, improvement or other alteration of any of the dwellings hereby approved in the form of development falling within Classes A to H shall be carried out without the submission of a particular planning application to the Local Planning Authority for its determination.
Reason: To avoid overdevelopment of the site.
10. The applicant must consult with the Environment Agency with regards to the removal of the Japanese knotweed on the site. Details of the works in connection with the removal of the Japanese Knotweed shall be submitted to the Local Planning Authority for approval. The applicant should contact: 'The Environment Agency', Bromholme Lane, Brampton, Huntingdon, PE28 4NE (Tel. 08708502858).
Reason: In order to ensure that the Japanese Knotweed on the site is removed in a satisfactory manner.
11. A method statement specifying tree protection measures produced by an Arboriculturist, with reference made to BS5837:2005 Trees in relation construction. Also to include a specification for protective fencing with a site plan indicating where it will be installed.

Reason: In order to safe guard the trees in the interest of visual amenity of the area.

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.

INFORMATIVE: The necessary works to construct the crossover will be carried out by the Assistant Director Street Scene at the applicants expense once all the necessary internal site works have been completed. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

REASONS FOR APPROVAL

The proposed scheme relates well to the site in terms of density and scale in line with policy HSG9 'Density Standards'. The scale, design and position of the proposed buildings on the site means that, the scheme would not undermine the Conservation Area, nor would the surrounding occupiers suffer loss of amenity as a result of additional overlooking or loss of sunlight or daylight in line with Policies CSV1 'Development in Conservation Areas'.UD3 'General Principles',UD4 'Quality Design', SPG3c'Backlands Development' and SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The scheme would provide off- street parking and protect the TPO tree on the site, which would conform to Policies M10 'Parking for Development' and OS 17 'Tree Protection, Tree Masses and Spines'. The new vehicle access to the east of the site on Wolseley Road is considered to be a significant improvement to public safety.