

## **REPORT FOR CONSIDERATION AT PLANNING COMMITTEE**

**Reference No:** HGY/2007/1575

**Ward:** St. Ann's

**Date received:** 30/07/2007

**Last amended date:** N/A

**Drawing number of plans:** 001-04-COR-G to 009-04-COR-G

**Address:** 103 Cornwall Road N15 5AX

**Proposal:** Demolition of existing building and erection of 3 storey building comprising 8 x two bedroom flats, 330 square metres of office floorspace and refuse storage.

**Existing Use:** Light Industrial

**Proposed Use:** Mixed Use

**Applicant:** Platinum Properties

**Ownership:** Private

### **PLANNING DESIGNATIONS**

Road Network: Borough Road

**Officer Contact:** Oliver Christian

### **RECOMMENDATION**

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

### **SITE AND SURROUNDINGS**

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

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

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

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

The property is not located within any designated conservation area but adjoins Chestnut's Public Park.

## **PLANNING HISTORY**

Planning permission was recently refused on appeal for the demolition of existing building and erection of 3 storey building comprising of 8 x two bedroom flats, 324 square metres of office space and cycle storage: The main reason being the absence of a unilateral agreement for the provision of open space access.

## **DETAILS OF PROPOSAL**

The current proposal seeks the demolition of existing building and erection of 3 storey building comprising of 8 x two bedroom flats, 330 square metres of office space and cycle storage.

The scheme has been amended from that originally submitted – the overall bulk of the roof has been reduced by replacing the pitch.

The basement parking area has been removed and security gates have been proposed.

Details have been provided of the proposed boundary wall.

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

The refuse and re-cycling storage has relocated to the flanks on the North and South elevations of the building.

## **CONSULTATION**

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

## **RESPONSES**

No local objections have been received.

**Recreation Service** – would like to make the following comments and have them considered to be conditions of planning -  
We support the 2m strip of land to be given over to create a new entrance to Chestnuts Park in conjunction with the 2m from the neighbouring property. We also support the empty strip of land on the other side of the fence so the flats are not situated immediately on the other side of the wall providing a sheer drop into the entrance avenue as this will look intimidating.

It is important that the flats on the side of the building that overlook the entrance avenue have windows as that increases safety through surveillance. The entrance needs to have two gates 2m high x 1.2m wide at each end. As the park is situated in a conservation area, the gates will need to be of a suitable appearance.

The entrance needs to have lighting in order to ensure that it is safe. The developer will need to install a 50mm duct along the new pathway when installing the pathway. The lights should be down lighters as not to disturb wildlife or the people living in the flats and should be energy efficient. They should also have the control panel situated as high up the lighting column as possible to reduce vandalism.

The surface treatment should be a 2m conservation style block paving path with planted beds on either side, with a depth of 1m. The wall should be made from brick and have openings in it to increase visibility.

**Crime Prevention Officer** - With reference to the above planning application, I make the following comments:

1. My main concern is with the proposed newly created access along the north side of the site into Chestnuts Park. The proposed width of two metres from this site is not wide enough to support a sustainable path, although I understand that a separate application from the property next door would increase the width to four metres which is more acceptable. My view is that Chestnuts Park has sufficient entrances and exits at the present time without creating another one from Cornwall Road. This new route does not benefit from much natural surveillance and guardianship from the proposed flats, as there are only two balcony doors at one end that overlook it. I also question who will have control over the path, and who will be responsible for locking the gates into the park when the park is closed. The path would need proper lighting and a secure boundary treatment to prevent anti-social behaviour and to protect the proposed homes and offices on either side.
2. I approve of the fenestration to the west elevation, as this would improve natural surveillance of the park. However there would need to be a good boundary treatment to balance the security of the site with clear demarcation between site and park. Without this clear boundary the site will encounter regular intrusion from the park. The application does not detail the proposed boundary treatments. We can give advice as necessary.

3. The dwellings would benefit from the enhanced security standards detailed in the “Secured by Design Scheme”.

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

**Transportation Group** – No objection to the proposal -

Cllr Haley objects to the planning application on the grounds of overdevelopment in the area and a lack of green spaces.

## **RELEVANT PLANNING POLICY**

### **National Policy Background** **Planning Policy Statement- 3 Housing**

The principal national policy guidance relating to residential development is contained in Planning Policy Guidance Note 3: Housing. This PPG provides guidance on a range of issues relating to the provision of housing. Circular 6/98 *Planning and Affordable Housing* will continue to apply, within the framework of policy set out in this guidance.

PPS3 states that Local Planning authorities should:

- Provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;
- Promote improved quality of developments which in their design, layout and allocation of space create a sense of community; and
- Introduce greater flexibility in the application of parking standards, which the government expects to be significantly lower than at present.

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### **Planning Policy Statement 13 Transport**

Planning Policy Statement 13 Transport aims to:

- Promote more sustainable transport choices for people and for moving freight.
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- Reduce the need to travel especially by car.

## **The London Plan**

The London Plan adopted in February 2004 by the Greater London Authority forms the Spatial Development Strategy for Greater London. It contains key policies covering housing, transport, design and sustainability in the capital. It replaces Regional Planning Guidance Note 3 - Regional Planning Guidance for London.

The London Plan also sets out density targets for residential development in London. Various ranges are specified. Of particular relevance to this site - urban sites close to transport corridors with a low accessibility index proposed for flatted development may have a range of 300-450 hrh.

## **Local Policy Background**

### **Unitary Development Plan**

#### **EMP4: Non Employment Generating Uses**

Require that there is no demand for the site to be used in its existing form – evidence of unsuccessful marketing of the site – outside of a DEA – retain or increase the number of job on the site.

#### **UD3: General Principles**

Require that new development has no adverse impact on residential amenity in terms of overlooking, loss of privacy – complement the character of the local area.

#### **UD4: Quality Design**

Encourages and supports good and appropriate design, which is sustainable, improves the quality of the existing environment also reinforces a sense of place and creates civic pride.

#### **UD6: Mixed Use Developments**

Where appropriate developments should include a mix of uses in order to ensure sustainable development – aiming to make the optimal use of land whilst still maintaining a decent environment.

#### **UD7: Waste Storage**

Requires that all developments to include appropriate provision for the storage and collection of waste and recyclable material.

#### **HSG 4: Affordable Housing**

Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall Borough target of 50%.

## **HSG9: Density Standards**

Reflects the advice in the London Plan also increased densities.

## **HSG10: Dwelling Mix**

Require that the dwelling mix meets Council's housing requirements.

## **M10: Car Parking for Development**

Assess the appropriateness of proposed off street car parking for developments

## **Supplementary Guidance**

SPG1a - Design Guidance

SPG3a – Density / Dwelling mix

SPG 4 - Access for all

SPG5 - Safety by Design

SPG8a - Waste and recycling

SPG9 - Sustainability Statement (checklist)

SPG10c - Education needs generated by new housing development

SPG7a – Parking Standards

SPG10a - The negotiation, management and monitoring of planning obligations

## **ASSESSMENT**

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

- i) Principle of residential use on the site.
- ii) Design
- iii) Density
- iv) Amenity
- v) Sustainability
- vi) Parking, Waste Management and Re-cycling
- vii) Affordable housing
- viii) Section106 obligations

### **i) Principle of residential use**

It is proposed that the ground floor of the development to be retained in potential employment creating use in the form of office space.

The proposed use of the building for commercial use of the ground floor will help to re-animate this part of Cornwall Road. The proposed ground floor will

help reinforce the streetscape and allow for the commercial space to be independent and legible. It is proposed that the commercial frontage has integrated signage and lighting, whilst the entrance to the residential element is well defined.

It is considered that residential development of the site is therefore acceptable in principle.

## **ii) Design, Bulk, Massing & Height**

The design of the development will be assessed against the criteria included in Policy UD4 Quality Design. The existing building is poor in quality.

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

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

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

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

The proposed development takes its theme from the recent developments on Cornwall Road, designed to respect the surrounding built form: Meeting the aims of policy UD4 Quality Design.

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

## **iii) Density.**

The site is on Cornwall Road, there is reasonably good accessibility to local shopping facilities: Council policy HSG9 and SPG3a (Density Standards) also the London Plan states higher densities are acceptable on these sites. In addition, the proposal incorporates commercial and residential uses; the scheme is of high quality design and will enhance the street scene and the immediate locality.

The site covers an area of 0.181 hectares, the proposed scheme is a mix of commercial on the ground floor and residential on the upper floors and proposes a mixed use density of 320 habitable rooms to the hectare (hrh). The density is within the UDP recommended density of 400hrh also within the London Plan guidance for sites with good design and public transport accessibility. The density for this mixed use scheme is considered appropriate for the location.

PPS3 suggests that good design and layout of new development can help to achieve the Government's objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas. In seeking to achieve these objectives, local planning authorities and developers should think imaginatively about designs and layouts which make more efficient use of land without compromising the quality of the environment.

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

Policy HSG9 Density Standards states that in considering the density of all schemes the Council will have particular regard to the overall design and layout of the development, availability and capacity of Statutory Undertaker Services, the amenities of adjacent proposal and the area as a whole.

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

The proposal is considered to be in accordance with PPS3 that states - "planning for increased intensity of development for housing and other uses at locations which are highly accessible by public transport, walking and cycling".

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

#### **iv) Amenity**

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

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

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



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

**v) Sustainability**

The scheme proposes using sustainable principles such as using local materials and workforces.

The proposal incorporates efficient heating, noise attenuation and insulation systems.

**vi) Parking Waste Management and Re-cycling**

There is dedicated and accessible waste storage and re-cycling facilities proposed at ground floor level for both the residential and commercial occupiers.

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

The Council's Transportation Group supports redevelopment in this location especially as the scheme is proposed car free.

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

**vii) Affordable housing**

HSG4 states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing. The proposed development is below the threshold and as such does not have to contribute toward the provision of affordable units. This is in line with Council policy and supplementary planning guidance<sup>11</sup>.

**viii) Section 106 obligations - Education – Open space -Transport – Administrative Charges.**

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

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

- An education contribution of £14,457 in accordance with the formula in SPG10c

The applicant has agreed to enter into an agreement to contribute £14,457 toward education facilities in line with the requirements of Supplementary Planning Guidance 12.

The applicant has also agreed to contribute a 2.00 metre strip of land from Cornwall Road to Chestnut Park to be used as open space and pedestrian access to the park.

Additionally the applicant has agreed to contribute, £10,000 toward traffic calming and highway improvement plus administrative charges of £1,250.

The total financial contribution amounts to £25,707.

## **SUMMARY AND CONCLUSION**

It is considered that the proposed development would not be detrimental to the amenity of nearby and adjoining residents or any adverse impact upon the adjoining park.

Adequate amenity space has been designed into scheme in the form of communal garden and balconies at the front and rear of the development.

The scheme is in accordance with Council policies in terms of design, height, bulk and massing.

The proposed development is considered consistent with Policy UD3 General Principles also Supplementary Planning Guidance 3b 'Privacy and Overlooking, Aspect/Outlook and Daylight/Sunlight'.

The density of the proposed development is considered consistent with the Governments Planning Policy Statement 3, London Plan also Policy HSG 9 'Density Standards' of Haringey Unitary Development Plan.

It would therefore be appropriate to recommend that planning permission be granted.

## **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY/2007/1575, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended).

The report also recommends that under the guidance contained in SPG 8.2, the applicant enter into an Agreement under Section 106 and Section 16 of the recently adopted Greater London Plan to make a contribution of £14,457 toward local education facilities, £10,000 toward traffic calming/pedestrian improvement and administrative charges of £1,250 also a 2.00 metre wide strip of land from Cornwall road to Chestnut Park to be used as open space and pedestrian access to the park.

## **RECOMMENDATION 2**

(1) That, following completion of the Agreement referred to in resolution (1) planning permission be granted in accordance with planning application reference number HGY/2007/1575 & applicant's drawing No.(s) 001-04-COR-G to 009-04-COR-G 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. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

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. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.  
Reason: In order to protect the visual amenities of the neighbourhood.

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. That a detailed scheme for the provision of refuse, waste storage and recycling within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.  
Reason: In order to protect the amenities of the neighbourhood.

8. Details of the sustainable practices in terms of local materials, local workforces, and means of efficient heating, noise attenuation and insulation systems shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works.  
Reason: In order to meet the Council's Sustainability best practice.

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: Details of the foundation work on the boundaries and any border treatment should be agreed with the adjoining occupiers before such works commence.

INFORMATIVE: The applicant is advised that in the interests of the security of the development hereby authorised that all works should comply with BS 8220 (1986), Part 1 - 'Security Of Residential Buildings'.

REASONS FOR APPROVAL

The proposed development is considered consistent with Policy UD3 'General Principles' of the Haringey Unitary Development Plan also Supplementary Planning Guidance 3b 'Privacy and Overlooking, Aspect / Outlook and Daylight / Sunlight'. Additionally the density of the proposed development is considered consistent with the Governments Planning Policy Statement 3, London Plan also Policy HSG 9 'Density Standards' of the Haringey Unitary Development Plan.