

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

**Reference No:** HGY/2008/0736

**Ward:** Crouch End

**Date received:** 28/03/2008

**Last amended date:** 23/06/08

**Drawing number of plans:** 08(0097)PL35, 31A & 32A

**Address:** 44 - 50 Coleridge Road N8

**Proposal:** Erection of two storey residential building at first floor level over existing single storey commercial premises, and additional storey above existing residential, to provide 9 residential units with 5 parking spaces at ground floor level.

**Existing Use:** Commercial / Residential

**Proposed Use:** Residential

**Applicant:** Nofax Enterprises

**Ownership:** Private

### **PLANNING DESIGNATIONS**

Retrieved from GIS  
2006 Archeological Importance  
Conservation Area  
Road Network: Borough Road Road

**Officer Contact:** John Ogenga P'Lakop

### **RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

### **SITE AND SURROUNDINGS**

The application site is situated on the north side of Coleridge Road at a point approximately 9.0 metres from its junction with The Broadway at Crouch End in the Crouch End Conservation Area and is roughly adjacent to the Metropolitan Centre and its primary shopping frontage. The area to the west and the south of the property is predominantly residential in character although it is immediately adjacent to the town centre to the east and commercial properties to the west and north.

The ground floor part of the site at 44-52 Coleridge Road has historically been used as a car showroom, a spare parts shop and a workshop/car store area

by Crouch End Motors. This use ceased in April 2003. The owners of the property submitted an application on 21<sup>st</sup> October 2003 for the partial change of use of that part of the premises classed as "Sui Generis" to provide retail (Class A1) floorspace. This was granted planning permission on 11<sup>th</sup> December 2003 and consequently, the Council has confirmed that the whole of the application premises can be used for retail purposes (Class A1)

## **PLANNING HISTORY**

There is a long history of applications relating to use of the premises as a garage and showroom including new shopfront in 1983'. Most recent history includes:

Planning permission however was refused on the 29<sup>th</sup> of June 2004 for the erection of a two storey residential building at first floor level over existing single storey commercial premises to provide 4 residential units.

Planning permission was granted on the 09<sup>th</sup> of December 2003 for the partial change of use of property to retail (Use Class A1).

A similar proposal to the current one was withdrawn in December 2007 under reference HGY/2007/2038.

## **DETAILS OF PROPOSAL**

The current proposal is for the construction of two storey residential building at 1<sup>st</sup> floor level above an existing commercial unit and additional storey above existing residential unit to provide 9 residential units and provision of 5 car parking spaces at ground floor level. The proposal will consist of 7 self contained flats comprising of 5 x 2 bed units and 2 x 1 bed units. The structure will be entirely new build. No works are proposed to the existing flanking building, either internally or externally. The entrance access to the block is to be as existing from the front, off of Coleridge Road.

## **CONSULTATION**

Transportation Group – Highways  
Waste Management  
Cleaving  
Legal Services  
Building control  
Alex Fraser/Clare Carter – Council Arboriculturalist  
Crime Prevention Officer – Met Police  
Ward Councillors  
Hornsey CAAC  
Policy  
Conservation Team  
61 – 87 ( o ) Coleridge Road  
26 – 38 ( e ) Coleridge Road  
44 – 54 ( e ) Coleridge Road

Flat 1 & 2, 59 Coleridge Road  
Flats 1, 2 & 3, 73 Coleridge Road  
Flats 1, 2, 3 & 4, 77 Coleridge Road  
Flats 1 & 2, 81 Coleridge Road  
Works r/o 44-54 (e) Coleridge Road  
Kings Head, 2 Crouch Hall Road  
2-12 (e) Berkeley Road  
57 – 69 & 69a, Crouch Hall Road ( o )  
Flats 1, 2, 3 & 4, 63 Crouch Hall Road  
Flats 1&2, 65 Crouch Hall Road  
Chancellors Loft 1- 8 Crouch Hall Road  
1 –33 (0) The Broadway  
35 – 39, The Broadway  
13a, The Broadway  
1<sup>st</sup> and 2<sup>nd</sup> floor flats 1- 19 The Broadway  
Flats `1 – 18, 71 – 75 Crouch Hall Road

## **RESPONSES**

### ***Comments from transportation Group***

Erection of two storey residential building at first floor level over existing single storey commercial premises, and additional storey above existing residential, to provide 9 residential units with 5 parking spaces at ground floor level.

This site is located in an area where the public transport accessibility level is medium. In addition, our interrogation with TRAVL database has indicated that based on comparable sites (Bedzed - SM6, Coopers Close-E1, Clarence Close-EN4, Coverley Close-E1 and Exeter Rd/Edison close - E17), this development proposal would not generate any significant traffic in the peak traffic hours (some 3 car movements in/out during the morning or evening peak hours). We have subsequently considered that the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.

Moreover, although this site is located within a restricted conversion area which is renowned to have car parking pressure, the applicant has proposed 5 car parking spaces which are to be accessed via Coleridge Road, as detailed on the revised Site Plan No. BM49. Also, this site abuts a public car parking at its rear off Crouch Hall Road, which can also accommodate any overspill parking demand ensuing from this development. However, we will require the applicant to provide 9 (nine) cycle racks which shall be enclosed in a secure shelter.

Reason: To encourage the residents to use sustainable means of travel.

### **Informative**

1. The proposed development requires a new crossover to be made over the footway and any redundant crossover removed. 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.

### ***Comments from Building Control (on previous application)***

The plan has been checked with the London Fire Brigade, and the proposal complies with Regulations B5 – access for fire fighting services.

### **RELEVANT PLANNING POLICY**

The Council's Unitary Development Plan was adopted by the Council in July 2006 following its Public Inquiry and modifications procedures. It incorporates relevant national policy guidance and complies with the London Plan. The principle policies which are relevant to this case area set out below.

### **PLANNING POLICY STATEMENT 3 'HOUSING'**

Planning Policy Statements (PPS) set out the Government's national policies on aspects of planning in England. PPS3 sets out the national planning policy framework for delivering the Government's housing objectives. This complements, and should be read together with, other relevant statements of national planning and housing policy (in particular *PPS1: Delivering Sustainable Development* and the forthcoming PPS on Climate Change 2).

PPS3: Housing and accompanying advice and guidance have been developed in response to recommendations in the *Barker Review of Housing Supply* in March 2004. The proposals draw on a range of research and consultation exercises since. A principal aim of the new PPS3 is to underpin the Government's response to the *Barker Review of Housing Supply* and the necessary step-change in housing delivery, through a new, more responsive approach to land supply at the local level.

There will be sites that come forward for housing other than those already identified. These sites are known as "windfall sites" and will contribute towards meeting the housing need in Haringey. Such sites will be assessed against Policy HSG1 to ensure that they meet the needs of the community and do not harm the environment.

### **POLICY G3: HOUSING SUPPLY**

The Council will aim to provide enough housing to meet the needs of Haringey residents and to contribute towards achieving a draft London wide target of 31,090 additional households a year. Draft alterations to the London Plan identify a revised housing target for Haringey of 6,800 additional homes between 2007/8 and 2016/17.

The Council will also seek to maximise new housing opportunities.

### **POLICY UD3: GENERAL PRINCIPLES**

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

#### **POLICY UD4: QUALITY DESIGN**

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

#### **POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION**

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. (The social and economic aspects of sustainable development are addressed elsewhere in the UDP). The Council would prefer, all things being equal, that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local or global environmental consequences.

#### **POLICY HSG4: 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%. The proportion negotiated will depend on the location, scheme details or site characteristics. The proposed scheme is below this threshold.

#### **POLICY HSG9: DENSITY STANDARDS**

Residential development in the borough should normally be provided at a density of between 200 – 700 habitable rooms per hectare (hrh) and should have regard to the density ranges set out in Table 4B.1 of the London Plan.

#### **POLICY HSG10: DWELLING MIX**

All new residential development (including conversions) should, where possible, provide a mix of dwelling types and size in order to meet the housing needs of the local community.

#### **POLICY ENV9: MITIGATING CLIMATE CHANGE: ENERGY EFFICIENCY**

The Council will encourage energy efficiency and a reduction in carbon dioxide (CO<sub>2</sub>) emissions.

Energy efficient designs can be achieved through careful layout, design and landscaping to maximise the use of natural sunlight and ventilation. This may include south facing aspects and small windows on north facing walls. More detail on design and layout is contained in SPG9 Sustainability Statement – Including Checklist.

#### **POLICY ENV10: MITIGATING CLIMATE CHANGE: RENEWABLE ENERGY**

The Council will contribute to mitigating climate change by:

- c) Encouraging non-major developments to have an energy assessment and on site energy provision from renewable sources.

#### **POLICY M10: PARKING FOR DEVELOPMENT**

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration

#### **POLICY M9: CAR-FREE RESIDENTIAL DEVELOPMENTS**

Proposals for new development without the provision of car parking will be permitted in location where, there are alternative and accessible means of transport available, public accessibility is good and a control parking zone exists or will be provided prior to occupation of the development..

#### **UD7: WASTE STORAGE**

In new developments the provision of enough space to store waste until it can be collected is important to avoid the storage of waste on street/pavements. The Council requires schemes to include adequate waste storage details on initial submission of a scheme. SPG8a Waste and Recycling provides more guidance on space and location for waste storage and also on the form and content of waste management plans for large developments.

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

It is considered that the site is well placed for redevelopment in planning terms, being previously developed land with good public transport links that accord with many of the development principles being espoused by central

government. The main planning issues are considered under the following headings:

- 1) *Design and appearance of the proposal on the site*
- 2) *Impact on residential properties*
- 3) *Affordable Housing*
- 4) *Dwelling Mix*
- 5) *Car Parking and Access*
- 6) *Sustainability*
- 7) *Section 106 Agreement issues*

## **1. Design and appearance of the proposal on the site within the conservation area**

Development proposal will be required to be of a good design. The overall quality of the designed of the proposal is considered to be acceptable as it has specifically been design to blend into the street scene. With the front elevation being gable fronted, the proposal would have a similarity in design pattern to a nearby site that was granted consent in June 2006. The proposal also reflects the style, shapes and size of the Victorian pattern of the properties within the surrounding area. It is considered that the proposal is acceptable in this location and that it would preserve and enhance the character and appearance of the Crouch End Conservation Area. The Council's UDP policy CSV1 'Development in Conservation Areas' states that new developments, alterations or extensions to buildings in conservation areas will be expected to use traditional or other durable materials which preserve or enhance the character and appearance of the conservation area. In this instance it is considered that a condition for building samples for all materials to be used on the external surfaces of the development be submitted for approval before any development is commenced.

## **2. Impact on residential properties**

The surrounding properties are terraced 2 storey houses. The proposed erection of two storeys to the existing end of the terrace and the addition of an additional level to the existing and proposed units conforms with the character and pattern of development within the local environment. The intended level of development of the site, together with the overall bulk and proportions of the new building, are thought appropriate in relation to neighbouring buildings. It is thought that the proposal generally conforms to the provisions of UDP design policies

The proposed building would replace the existing which is at a poor state and of little architectural merit. In terms of effect on privacy and amenity of neighbours, it is considered that the proposal is in line with Policy UD3 'General Principles' that seeks to protect the existing privacy and amenity of neighbouring occupiers. The existing use of the ground floor as commercial units would not be affected.

## **3. Affordable Housing**

Policy HSG 4 requires all new housing developments above a certain threshold to make contribution towards meeting the Borough's need for affordable housing. This proposal however falls below the threshold as it is for 9 units.

#### **4. Dwelling Mix**

The proposed development comprises 5 x two bed and 2 x one bed self contained flats. The Council's Supplementary Planning Guidance 3a (SPG3a) points out that there are shortages of 1 and 2 bed accommodations in the Borough. It is considered that with the location of the application site being within a Town Centre location, family accommodation would not be desirable. The 5 x two bed and 2 x one bed self contained flats proposed therefore would be acceptable in this location.

#### **5. Car Parking and Access**

Policy M10 states that applications will be assessed against the parking standards in Appendix 1 and proposals which do not have regards to this standard will normally be refused. The proposal above provides for 5 car parking spaces. The vehicular entrance to the parking spaces provided would be via an existing cross-over. The Council's parking standard provided in Appendix 1 of the UDP requires one space per proposed unit for terraced houses and flats, two or more bedrooms. The application site is within a Town Centre frontage where there is an existing Control Parking Zone. It is considered that the 5 car parking spaces would therefore be adequate. The proposal therefore is consistent with the provision of policy M9 above. The Council's Transportation Officer has raised no objection

#### **6. Sustainability**

The sustainability checklist has been completed and includes good ventilation, provision for condensing boilers to all units, the use of reclaimed bricks and the use of existing structure. It is considered here that a condition requiring a site-wide energy strategy for the proposed development be imposed in order to ensure that the development incorporates energy efficiency measures such as the reduction in Carbon Dioxide emission.

#### **7. Comment on the objections raised as a result of notification**

As highlighted above, reasons for the objections raised are as follows – The first concern raised is the effect of the proposed development on the local amenities. The main concern to nearby residents here is that the proposed development would create more harm in terms of parking and traffic to the detriment of the quality of life. It is considered however that the proposal with 5 car parking spaces is acceptable for this location. Furthermore Transportation Group has raised no objection in principle to the proposed development.



The second concern raised is the design of the street elevation in relation to the street scene. The proposed development has been redesigned to match the existing style of architecture in the street. The design now includes a vertical emphasis in subdivision of the elevation and introduces features such as gable roofs over the new bays that have been included with the design. It is considered the revised scheme would be in keeping and would not detract from the character and appearance of the Conservation Area.

The third concern raised is the effect on the character and appearance of the area. As previously stated - The proposal is gable fronted. This would allow for a similar development patterns with the surrounding properties.

The fourth issue is a concern about waste. The applicant has indicated that bin/refuse storage would be provided below the staircase at first floor level. This is considered acceptable since it would not cause any additional issues along the road

## **8. Section 106 Agreement Issues.**

### **Education Contribution**

It is recommended that the applicant enters into an Agreement or Agreements with the Council in order to secure £23,745.00 educational contribution because of the expected child yield from the development an environmental improvement of the immediate locality and administrative/recovery cost. This figure is based on the guidance (formula) set out in Supplementary Planning Guidance SPG 10c (SPG 10c)

### **Administrative / Recovery cost**

It is also recommended that as part of S106, the applicant pays £1,255.00 as an administrative/recovery cost.

## **SUMMARY AND CONCLUSION**

To conclude the overall mass and bulk of the proposal would not have an adverse effect on the nearby existing residential buildings. It will relate satisfactorily to the scale and character of the proposed residential environment along Coleridge Road and not have an adverse effect on the residents within the local area.

It is considered that the proposal would therefore enhance the character and appearance of the Crouch End Conservation area.

The proposal is therefore in compliance with Policies UD3 'General Principles', UD4 'Quality Design' and CSW1 'Development in Conservation Areas' of the Haringey Unitary Development Plans. It is therefore appropriate to recommend that planning permission be granted.

### **RECOMMENDATION 1**

That planning permission be granted in accordance with planning application no. HGY2008/0736 Drg No. 08(0097)PL35, 31A, 32A subject to a 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 Agreement or Agreements is necessary in order to secure contributions of £23,745 toward Education contribution and £1,255 toward administrative/recovery charges.

### **RECOMMENDATION 2**

(i) That planning permission be granted in accordance with planning application reference number HGY/2008/0736 – Applicant's drawing No.(s). Drg No. 08(0097)PL35, 31A, 32A Subject to the following condition(s):

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. 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 locality.

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 commence until 2) and 3) below are carried out to the approval of London Borough of Haringey.

1. The Applicant will submit a site-wide energy strategy for the proposed development. This strategy must meet the following criteria:

2. (a) Inclusion of a site-wide energy use assessment showing projected annual demands for thermal (including heating and cooling) and electrical energy, based on contemporaneous building regulations minimum standards. The assessment must show the carbon emissions resulting from the projected energy consumption.

(b) The assessment should demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive design; solar water heating; combined heat and power for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating. The strategy should examine the potential use of CHP to supply thermal and electrical energy to the site. Resulting carbon savings to be calculated.

(c) Inclusion of onsite renewable energy generation to reduce the remaining carbon emissions (i.e. after (a) is accounted for) by 10% subject to feasibility studies carried out to the approval of LB Haringey.

3. All reserved matters applications must contain an energy statement demonstrating consistency with the site wide energy strategy developed in 2). Consistency to be approved by LB Haringey prior to the commencement of development. Reason: To ensure the

development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in Carbon Dioxide Emissions generated by the development in line with national and local policy guidance.

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.

7. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

8. The development shall provide 9 (nine) cycle racks.

Reason: To encourage sustainable mode of travel.

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.

## REASONS FOR APPROVAL

The proposal accords with Policies HSG1 'New Housing Developments', UD3 Quality Design, UD6 Waste Storage, also Policy UD4 'Quality Design' and Policy M9 'Car Free Development' of the Haringey Unitary Development Plan and is considered consistent with PPS 3 'Housing' and PPS13 'Transport'. The proposal is in accordance with Supplementary Planning Guidance especially 1a Design guidance, 10c Negotiation and monitoring of obligations, and 8a Waste and recycling.