

REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

Reference No: HGY/2008/1484

Ward: Fortis Green

Date received: 14/07/2008

Last amended date:

Drawing number of plans 3634_Location; 3634_01A, 02A, 03A, 04A, 05A

Address: Former Lynx Depot, Coppetts Road N10 1JP

Proposal: 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.

Existing Use: Residential

Proposed Use: Residential

Applicant: Safeland Plc

Ownership:

PLANNING DESIGNATIONS

Retrieved from GIS on 15/07/2008
Tree Preservation Order
Contaminated Land
Road Network: B Road

Officer Contact: Luke McSoriley

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The site lies on the west side of Coppetts Road in the extreme northwest corner of the Borough. There are allotments across the road to the east. One of the entrances to St. Pancras and Islington Cemetery lies immediately to the north in the London Borough of Barnet. The Muswell Hill Playing Fields adjoin the application site to the southwest and there is an existing residential development, a sports pavilion and educational facility to the south. The cemetery, allotments and playing fields are all designated as Metropolitan Open Land. The northern end of the site is very close to the North Circular Road. The former Lynx Depot site is slightly over 1.73 hectares in area.

In 2004 planning permission for the demolition of the existing buildings on the site and the construction of a new residential development comprising 128 residential units was granted. As part of this approved scheme an area (0.9 acres) of the former depot site was to be retained for employment purposes. It is this part of the site that the current application relates to.

PLANNING HISTORY

HGY/2003/1874 - Demolition of existing building and erection of 113 Units residential units with associated landscaping and car-parking. WITHDRAWN January 2004

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 GRANTED 06/12/04.

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 31/03/08

DETAILS OF PROPOSAL

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 has been reduced from the recently refused scheme which proposed a development 4400sqm in floor area.

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

An estate road would provide access to the proposed new office development as well as the Wimpey Homes residential development that was approved in a

2004 planning application. The number of vehicle parking spaces has been reduced in the amended scheme from 41 spaces to 35 spaces.

CONSULTATION

25/07/2008

Ward Councillors

Muswell Hill & Fortis Green Residents Association

Conservation Team

Transportation Team

Building Control

Legal Services

Cleansing

Design

Policy

Council Arboriculturalist

London Borough of Barnet

133, 135 – 141 Coppetts Road, N10

Crouch End Vampires Football Club, Coppetts Road, N10

1 – 10 Strawberry Terrace, Coppetts Road, N10

Greenfield School, Coppetts Road, N10

137 Coppetts Road, N10

RESPONSES

Two letters of objection from the residents of 135 – 141 Coppetts Road, N10 raising the following points:

- Concern about potential problems with noise and vibrations during construction of the development as there have been with the construction of the residential development on the same site. Concern that structural issues could arise from construction.
- Request that the construction hours are restricted if planning permission is granted.
- New buildings will be overbearing and give rise to overlooking issues.
- Issues identified in the refusal of the earlier scheme have not been overcome.
- Loss of Amenity-overlooking.
- Overlooking of neighbouring residential gardens.
- Scale and massing excessive.
- Higher blocks of the development will overlook our properties.

RELEVANT PLANNING POLICY

Central Government Guidance

Planning Policy Guidance 1 'Delivering Sustainable Development'

Planning Policy Guidance 13 'Transport'

Haringey Council Unitary Development Plan 2006

UD2 'Sustainable Design and Construction'

UD3 'General Principles'

UD4 'Quality Design'

UD7 'Waste Storage'

UD8 'Planning Obligations'

ENV3 'Water Conservation'

ENV9 'Mitigating Climate Change: Energy Efficiency'

ENV10 'Mitigating Climate Change: Renewable Energy'

M3 'New Development Location and Accessibility'

M4 'Pedestrians and Cyclists'

M5 'Protection, Improvement and Creation of Pedestrian and Cycle Routes'

M10 'Parking for Development'

Supplementary Planning Guidance

SPG 1a 'Design Guidance and Design Statements'

SPG 3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'

ANALYSIS/ASSESSMENT OF THE APPLICATION

The main issues that need to be considered are:

- Design, Scale, Massing & Residential Amenity Issues
- Parking and Transportation
- Energy Efficiency & Renewable Energy

Design, Scale Massing & Residential Amenity Issues

The area of the former Lynx Deopot that this 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.

As a result of the concerns of neighbouring residents and following discussions with Council Planning Officers the original scheme was amended with all the buildings being set well off the south-eastern boundary of the site adjacent to the residential terrace. Some new residential buildings were still positioned near the boundary in the very south-eastern corner of the site but these were kept to 2 – 2.5 stories in height and were positioned well away from any residential properties. The retention of a large area of the site for future employment appears to have resolved the residential amenity issues in

the 2004 scheme. In March 2008 planning application No. HGY/2008/0112 was refused on the following grounds:

The current scheme proposes two L-shaped two storey buildings that would be situated along the south-eastern boundary of the site. These buildings would be located in close proximity to the terrace of residential dwellings at 135 – 141 Coppetts Road and there is concern that these two buildings due to their height, length and bulk could have an overbearing impact on these residential properties. The buildings would be approximately 6 metres in height to eaves level and 8.6 metres in height to the ridge line and would be located approximately 1 metre off the side boundary of the property. The two buildings would extend 52 metres along this side boundary with a small 3 metres gap between them. The height, length and bulk of these two buildings would result in a development that would have an overbearing impact on the rear gardens of the residential properties at 135 – 141 Coppetts Road.

There was also concern about the potential impact of the new office block in the south eastern corner of the site. This building would be constructed close to the two dwellings in block K of the Wimpey Homes development approved in 2004. Due to its height, scale and massing this building was viewed as likely to have an overbearing impact on the rear garden of these two residential properties.

The current application has been amended with the majority of the L-shaped block closest to Coppetts Road would two stories in height before part of this building steps down in height towards the rear boundary of the site. First floor accommodation would be contained within the roof of the building where it steps down. The second L-shaped block would have all of its first floor office accommodation contained within the roof. The reduction in the height, scale and massing of these two buildings overcomes the Council's concerns about the impact of the earlier refused scheme. As can be seen on plan No. 3634_05A the height of the two storied part of the front L-shaped building would be similar to the height of the residential dwellings at 135 – 141 Coppetts Road. The rear L-shaped building would be lower in height than the nearest residences. The application site also has a lower ground floor level than that of the residential properties and this also lessens its impact.

The formation of first floor accommodation within the roof of the south-eastern block has resulted in a reduction in height along the south-eastern boundary of the site. At ridge level the height has been reduced from 8.6 metres to the ridge level to 6.3 metres and at eaves level from 6 metres to 3.8 metres. Due to the reduction in the height, scale and massing of this building it would not detract from the residential amenity of the closest two dwellings of the Wimpey Homes development. This block has also been set further off the rear boundary than the previous scheme.

The other larger blocks of the development are considered to be located far enough away from the nearest residential dwellings to not give rise to any residential amenity issues.

Privacy and Overlooking

The office accommodation located in the roof of the L-shaped blocks would have four dormer windows facing out across the sports field accessway to the south-east. The three dormer windows in the rear L-shaped block would face out towards the nearby sports pavilion building and would not overlook the rear gardens of residential properties at 135 – 141 Coppetts Road. One dormer in the other L-shaped block would face out over the very rear of these neighbouring gardens and the application if approved could be conditioned to require this window to contain obscure glazing. This would overcome any potential overlooking issues.

All the windows of the ground and first floors of the L-shaped blocks that face south-west that adjoin the residential properties at 135 – 141 Coppetts Road appear to contain obscure glazing which will avoid overlooking issues. Obscure glazing can be required by way of a condition if the application is approved.

Parking and Transportation

The application proposes a large amount of office floorspace in a location isolated from a town centre and public transport. The original concept for this part of the former Lynx Depot when it was set aside for future use as employment land was that it would be developed by an estate of single storey light industrial / warehousing units. The application was not originally accompanied by any evidence of demand for small office units in this location although three letters from local real estate agents have now been supplied.

41 vehicle parking spaces were proposed in the original planning application and the Councils Transportation Team objected to it on the grounds that there was excessive car parking.

The application now proposed 35 car parking spaces and this contravenes the parking requirement set out in Appendix 1 2006 UDP, which recommends that a maximum of 7 car parking spaces plus a minimum of 4 disabled car parking spaces shall be provided for a development of this size. However given the low Public Transport Accessibility Level of this site and its relatively isolated location it is considered that 35 vehicle car parks would be an appropriate amount for a development of this size. In addition the development is consistent with Planning Policy Guidance 13 'Transport'. This guidance sets out maximum parking standards of 1 space per 30 sqm for developments with a gross floor area of over 2500 sqm. This development would be well within these maximum guidelines.

Energy Efficiency & Renewable Energy

Policy ENV9 'Mitigating Climate Change: Energy Efficiency' states that the Council will encourage energy efficiency and a reduction in carbon dioxide emissions. A report detailing renewable energy options for the site has been supplied as part of the application. This report recommends Air source Heat Pumps and PV solar technologies as the best options for achieving target on-site renewable energy requirements. Policy ENV10 'Mitigating Climate Change: Renewable Energy' requires all major schemes to provide an energy assessment with their planning application, showing an on site provision of 10%, where feasible, of their projected energy requirement from renewable resources. The proposed development is considered consistent with policies ENV9 and ENV 10.

A condition is recommended requiring details of on-site equipment that will ensure at least 10% of the overall power generation will be from renewable sources. This will need to be submitted to and approved by the Local Planning Authority prior to the commencement of works on site.

Section 106 contributions

Section 106 contributions were received as part of the original planning permission for redevelopment of this site (HGY/2004/1943).

SUMMARY AND CONCLUSION

The current application has been amended with the height of the buildings proposed near the south-eastern boundary of the site reduced in part. First floor accommodation would be contained within the roof of one of the two L-shaped buildings located along this boundary and for part of the other one. The L-shaped buildings would be similar in height to the residential dwellings at 135 – 141 Coppetts Road in addition the application site has a lower ground floor level than that of these residential properties. The reduction in the height, scale and massing of these two buildings means that they would not detract from the residential amenity of any residential properties in the immediate vicinity. The other larger blocks of the development are considered to be located far enough away from the nearest residential dwellings to not give rise to any residential amenity issues. The proposed development would not give rise to any overlooking or loss of privacy issues and the level of vehicle parking provision is considered appropriate for this site. In addition an energy assessment has been provided showing an on site provision of 10% of the schemes projected energy requirement from renewable resources. The proposed development is considered to be consistent with policies UD3 'General Principles', UD4 'Quality Design', Policy ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy' and SPG 1a 'Design Guidance and Design Statements'.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2008/1484

Applicant's drawing No.(s) 3634_Location; 3634_01A, 02A, 03A, 04A, 05A

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. Prior to occupation, details of energy efficient design and consideration of on-site equipment for at least 10% of the overall power generation to be from renewable sources shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to the commencement of the use hereby permitted and maintained thereafter for the life of the development.
Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance
4. 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.
5. 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.

6. 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.
7. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: In order to protect the amenities of the locality.
8. The ground, first floor windows and dormer windows in the south-eastern elevation of the two L-shaped buildings as shown on the approved plans shall contain obscure glazing which shall be retained permanently.
Reason: To ensure that the amenities of the occupiers of adjoining properties are not prejudiced by overlooking.

REASONS FOR APPROVAL:

The current application has been amended with the height of the buildings proposed near the south-eastern boundary of the site reduced in part. First floor accommodation would be contained within the roof of one of the two L-shaped buildings located along this boundary and for part of the other one. The L-shaped buildings would be similar in height to the residential dwellings at 135 - 141 Coppetts Road in addition the application site has a lower ground floor level than that of these residential properties. The reduction in the height, scale and massing of these two buildings means that they would not detract from the residential amenity of any residential properties in the immediate vicinity. The other larger blocks of the development are considered to be located far enough away from the nearest residential dwellings to not give rise to any residential amenity issues. The proposed development would not give rise to any overlooking or loss of privacy issues and the level of vehicle parking provision is considered appropriate for this site. In addition an energy assessment has been provided showing an on site provision of 10% of the schemes projected energy requirement from renewable resources. The proposed development is considered to be consistent with policies UD3 'General Principles', UD4 'Quality Design', Policy ENV9 'Mitigating Climate Change: Energy Efficiency', ENV10 'Mitigating Climate Change: Renewable Energy' and SPG 1a 'Design Guidance and Design Statements'.