

Officer's Report

Application Number	HGY/2023/0811
Type	Householder planning permission
Location	Standard Apartments, 22A Crescent Road, Hornsey, London, N8 8AW
Proposal	Installation of new cycle shelter
Case Officer	Oskar Gregersen
Valid Date	22/03/2023
Applicant	Mr Matthew Hilton
Agent	

RECOMMENDATION

Approve with Conditions

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

3.1 This is an application for the erection of a steel and polycarbonate bicycle storage unit, shown on plan as 4.8m x 1.9m, in the north-western corner of the car park of the site.

Site and Surroundings

3.2 The application site is an apartment building of multiple dwellings, spanning 5 storeys. The site sits adjacent to 22 Crescent Road, an apartment building of slightly smaller scale.

3.3 Akin to many buildings in the area, both 22 and 22A Crescent Road are set back from the street, and are encircled by a wall with an electronically accessed gate.. The site benefits from some vehicle parking at the front, as well as spaces for 13/14 vehicles in a large car park at the rear. The site is located within Crouch End Conservation Area, however is not locally listed.

Relevant Planning and Enforcement history

3.6 The most recent planning history in relation to the site is as follows.

HGY/2003/0257 -Demolition of exiting boundary wall and erection of a new brick wall, metal railings, and automated gate - Approve with conditions

HGY/2002/1737 - Modification to the rear terrace elevation and conversion of flats 16 and 17 into one flat. Approve with conditions

3.7 Officers note that the application site was built some time ago, and there are references from 1996 and 1997 respectively that refer to refuse storage and landscaping, however there is no further reference to the site in the planning record other than tree applications and a close pre-application advice note.

4. CONSULTATION RESPONSE

4.1 The responses below were received following consultation on the application:

- No responses

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 1 site notice displayed in the vicinity of the site and 40 letters. The number of representations received from neighbours, local groups, etc in response to notification and publicity of the application were as follows:

No of individual responses: 3

Objecting: 3

Supporting: 0

5.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Consultation of freeholders
- Overlooking
- Loss of privacy
- Noise
- Out of character for conservation area

A note on the consultation of freeholders: Officers queried this with the applicant, who was able to provide evidence that the freehold company were notified via letter, and communication was made to the free holders about the intention to make an application.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning considerations raised by the proposed development are:

1. Design and appearance;
2. Impact on the character and appearance of the conservation area;
3. Impact on neighbouring amenity;
4. Transport considerations.

Design and appearance

6.2 The proposed cycle storage unit is similar to many in place across London, and would provide cycle parking for up to 24 bicycles if used to full capacity. It would be of steel construction, with a clear Perspex or polycarbonate roof.

6.3 The proposed cycle storage would be positioned in a location of the car park far from the host site, and would be screened by greenery facing the rear of 22 Crescent Gardens.

6.4 It is noted that the submitted example image of the proposed cycle store is painted in a silver colour. The LPA view that the colour of the cycle store should be a dark green in an attempt to have it blend in with the surrounding greenery. As such a condition will be added to ensure that this in the case, in an effort to mitigate any impact on the character of the conservation area.

Impact on the character and appearance of the conservation area

6.5 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's

approach to the management, conservation and enhancement of the Borough's historic environment.

6.6 DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

6.7 The proposed cycle storage unit would be finished in steel, with a Perspex or polycarbonate roof, which would be transparent. Given that the proposed cycle shelter would be sited in a car parking area, at the rear of site, not visible from public vantage points, such a structure would not harm the character and appearance of the conservation area.

6.9 Additionally, Officers will add a condition to this report to ensure that the cycle store is maintained a dark green colour (e.g. RAL 6009) in an effort to help it blend in with the nearby greenery and mitigate any visual impact.

Impact on neighbouring amenity

6.11 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

6.12 Objections were made in relation to this application on the grounds that the proposed cycle storage unit would have an adverse impact on the amenity of nearby residents. In specific objections were concerned that the addition of the unit would lead to additional noise and overlooking, as well as a loss in privacy.

6.13 The proposed unit would be approximately 4.8m x 1.9m (roughly the space occupied by one car), and would be no taller than 2.5m. The proposed siting of the cycle store would see the unit facing northeast, with the rear of the unit backing onto a large green bush/shrub.

6.14 Officers deem that the movements caused by individuals accessing the cycle store unit in its proposed location would be no more disruptive than that of the existing use of the car park. There is no substantive argument to suggest that the use of bicycles is any more disruptive to neighbouring amenity than automotive vehicles, and therefore the LPA deem that the proposal can be supported with respect to neighbouring amenity.

Transport considerations

6.15 London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

6.16 Local Plan Policy SP7 'Transport' states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DPD Policy DM31 'Sustainable Transport'.

6.17 Currently the site benefits from a large amount of vehicle parking, with no outdoor bicycle storage for either 22 or 22A Crescent Road. In specific the number of car parking spaces officers counted available was up to 18.

6.18 In an effort to comply with London Plan Policy T1, Local Plan Policy SP7, and DPD Policy DM31, Officers deem that the addition of cycle parking for up to 24 bicycles could massively benefit the residents of 22A Crescent Road, and by proxy those of No. 22 also. It is also noted that the proposed location of the cycle store would not see any net loss of parking spaces.

6.19 Overall, the proposed cycle parking can be supported with respect to transport considerations, as it provides residents with the possibility of alternative modes of travel, and therefore can aid in combating climate change.

Conclusion

6.23 The proposal is considered acceptable as it would provide the option for residents to easily store bicycles outside, away from the roadway. Further the availability of cycle parking could promote some journeys to be made via green methods over via car, and the addition is therefore seen as an improvement to the site.

6.24 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted/refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

8. RECOMMENDATION

GRANT PERMISSION subject to conditions

Registered No. HGY/2023/0811

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The frames of the cycle shelter hereby permitted shall be finished in a colour of dark green (RAL 6009) and shall remain so during the full duration that the structure remains on the land.

Reason: In the interests of the visual amenity of the surrounding area.

Informatives:

- INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

- INFORMATIVE: Hours of Construction Work
The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays.