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Planning Sub Committee

TUESDAY, 2ND SEPTEMBER, 2014 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Ahmet (Chair), Akwasi-Ayisi, Basu, Beacham, Bevan, Carroll, Carter, Gunes, Mallett (Vice-Chair), Patterson, Rice, Sahota and Stennett

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AGENDA

1. APOLOGIES

To receive any apologies for absence.

2. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item below.

3. MINUTES (PAGES 1 - 4)

To confirm the minutes of the meeting held on 28 July 2014 as a correct record.

4. DECLARATIONS OF INTEREST

A Member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A Member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

5. PRE-APPLICATION BRIEFINGS

This meeting is scheduled to consider pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decisions will be taken at this meeting and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2014 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

6. STEEL YARD, HAMPDEN ROAD N8 0HG (PAGES 5 - 12)

7. NEW ITEMS OF URGENT BUSINESS

To consider any items of urgent business admitted at Item 2 above.

8. DATE OF NEXT MEETING

The date of the next meeting is 15 September 2014.

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**MINUTES OF THE PLANNING SUB COMMITTEE
MONDAY, 28 JULY 2014**

Councillors: Ahmet (Chair), Akwasi-Ayisi, Basu, Beacham, Bevan, Carroll, Carter, Mallett (Vice-Chair), Patterson, Rice and Stennett

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| <p>PC51.</p> | <p>PRE-APPLICATION BRIEFINGS</p> <p>This meeting was scheduled to consider pre-application presentations to the Planning Sub-Committee and discussion of proposals.</p> <p>Notwithstanding that this was a formal meeting of the Sub-Committee, no decisions were taken at the meeting and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.</p> |
| <p>PC52.</p> | <p>COUNCIL HOUSING SITES</p> <p>The sites constituted the first tranche of a Council new build programme.</p> <p>Land between 10 and 12 Muswell Hill Place</p> <ul style="list-style-type: none"> • Two design options were being considered; one plain brick and one white rendered to reflect neighbouring properties. Cllr Ahmet expressed her view that the white rendered version was the preferred option that was agreed to go forward at a previous meeting. Some concerns were expressed by other Councillors that the white rendered design would suffer over time from discolouration to the base. The potential could be considered of introducing a brickwork design to the base to mitigate this. • Clarification was required as to whether any prescribed car parking rights had been established on the site. • Concerns were expressed regarding the use of flat roof construction as opposed to pitched. Officers advised that the roof would have a min 1:60 fall and provided assurance that the design and construction of modern flat roofs had greatly improved, with 25 year warranties even available in some instances. • Members stressed that the development would need to conform to London Plan space standards. Officers identified that this had been an error within the report and provided assurance that compliance would be required. <p>Land adjacent to 82 Muswell Hill Place</p> <ul style="list-style-type: none"> • Cllr Rice expressed concern that the development would be marketed for private sale when there was a considerable waiting list for Council housing. Officers identified that the capital receipt realised from the sale would be used to fund the rest of the programme and that the remaining properties built in this first tranche would be Council rented. Cllr Rice agreed to pick the point up with the Chair outside of the meeting. <p>Ednam House garages</p> <ul style="list-style-type: none"> • It was advised that Councillors had previously asked that the proposed design be revised to incorporate a more traditional porch and bay window design and to reconsider the provision of a green roof in light of concerns over maintenance. |

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| | <p>Barnes Court parking area</p> <ul style="list-style-type: none"> In terms of design, it was advised that officers had requested that consideration be given to a more traditional roof design and the provision of a greater number of windows to the gable end. |
| <p>PC53.</p> | <p>FORMER HIGHGATE POLICE STATION, MAGISTRATES COURT, & TELFER HOUSE, ARCHWAY ROAD LONDON N6 4NW</p> <p>The main areas of concern for officers were bulk and height, parking and the number of units proposed.</p> <p>It was anticipated that the design would go before a Development Management Forum meeting in early September. A number of community design workshop sessions had already been held.</p> <p>Cllr Hare as a local ward Councillor raised a number of objections to the proposed scheme including the height, the building line on Bishops Road, the size of the courtyard amenity space, the number of units, the visibility of the development from Highgate Woods and lack of opportunity for screening via mature trees.</p> <p>Members made the following comments on the scheme:</p> <ul style="list-style-type: none"> Concern that the height (7 storeys at the apex) would set a precedent for future developments in the area. Officers confirmed that they had only received a copy of the proposed design at a late stage and had yet to give formal consideration to the design and height proposed. It was advised however that the site would be suited to a landmark building. It was queried whether the social housing would be pepperpotted through the development. The developers confirmed the intention for the scheme to be tenure blind internally and externally, with the social housing units contained within a defined core to allow for ease of management. It was advised that social housing providers were often reluctant to manage pepperpotted units. The allocation of parking was questioned, particularly for the affordable housing units. The developers informed that although that level of detailed planning had yet to be undertaken, it was anticipated that the allocation would be tenure blind, with a preference towards the larger family sized units. Concerns were expressed over the high value of the land and the subsequent impact on the developer's financial viability calculations in determining the level of affordable housing to be provided. Members queried whether the number of proposed units could be reduced. The developers advised that a 9 unit reduction had already been made from the initial plan and that it was likely that the scheme would not be viable with any fewer. |
| <p>PC54.</p> | <p>ST ANN'S GENERAL HOSPITAL, ST ANN'S ROAD, LONDON, N15 3TH</p> <p>It was anticipated that the planning application for the proposed development would be submitted for determination by Planning Committee in September.</p> <ul style="list-style-type: none"> In response to Member concern regarding the retention of health services |

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| | <p>on the site, representatives from the Trust confirmed that all existing NHS services would be retained and, by virtue of the redevelopment of the site, accommodated within new purpose built buildings with improved facilities. This included healthcare services provided by third parties such as the Moorfield eye service onsite etc.</p> <ul style="list-style-type: none"> • Members sought an update on the progress of discussions to determine the proposed affordable housing provision onsite. It was advised that the Trust were currently in the process of updating the build costs for the new inpatient building which would feed into the viability assessments used to determine affordable housing levels. The Trust's objective would be to achieve a balance between releasing funding for the new mental health service buildings and other costs as well as affordable housing. Confirmation was provided that the figures would be available in advance of the Planning Committee meeting determining the application and would be subject to independent audit by the Council. • Concerns were expressed over the consequences of dividing the site into development parcels, potentially in the hands of separate developers thereby risking a disjointed approach with a lack of overall co-ordination. The applicant identified that any outline permission granted and reserved matters determinations would allow the Council to ensure the cohesion of the redevelopment of the site. It was also stated that a design code could be conditioned. • The applicant confirmed that the intention would be to pepperpot affordable housing units across the site and divide the allocation of parking between private sale and affordable housing units. • In response to questions it was advised that initial design plans proposed a mix of integrated and exposed balconies. At this stage it was not proposed that cladding or render would be used as part of the design for the housing units. |
| PC55. | <p>DATE OF NEXT MEETING</p> <p>The next scheduled Committee would be a pre-application briefing session on 2 September.</p> |

COUNCILLOR AHMET

Chair

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Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT**

Site Address: Steel Yard, Hampden Road N8 0HG

Ward: Harringay

Description of Development:

Change of use from steel yard to residential and construction of a new building to create 80 self contained flats and two commercial units with underground parking and associated landscaping

Applicant: Stewart Property Partners

Agent: Cooley Architects

Ownership: Private

Case Officer: Valerie Okeiyi

2. BACKGROUND

- 2.1 The proposed development at pre-application stage is being reported to Planning Sub Committee to enable members to view and comment on it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination.

3. SITE AND SURROUNDS

- 3.1 The site which is trapezium shaped is between the main line East Coast Railway to the west, the cul-de-sac end of Hampden Road to the south, an office block known as Wilmot House to the east and the New River to the North. There are mature trees along the northern, New River boundary and some scrubby vegetation along the western, railway boundary. A foot bridge from the cul-de-sac provides access to Hornsey overground railway station which is on the Moorgate and Kings Cross to Welwyn Garden City Great Northern rail service. There is also a large rail depot on part of the rail corridor, widening out south of Hampden Road and the footbridge. This is subject to a recent permission for creation of additional depot facilities for Thameslink trains but most of this is away to the north. However construction and operational vehicular access to the new buildings will be from Hampden Road along a new site roadway close to the boundary with the application site.

Hampden Road crosses Wightman Road a short distance (120m) to the east and becomes one of the long sequences of streets known as "The Ladder". From there it is approximately 200m North to Turnpike Lane. The New River continues east of the Wilmot House site under Hampden Road between the railway depot and the backs of houses on Wightman Road before it meets Wightman Road and enters a tunnel.

There is a footpath along this stretch of the New River linking Hampden Road with Wightman Road. On the corner of Hampden Road and Wightman Road is a Mosque and a Community Centre. There are also a few shops on Wightman

Road and plentiful shops on Turnpike Lane. To the north of the New River opposite the site, continuing to Wightman Road and Turnpike Lane is a 1970s or 80s housing estate around Denmark Road. A short distance to the north of Turnpike Lane is the Haringey Heartlands Area of Regeneration, subject to the Haringey Heartlands Regeneration Framework SPD.

The site is currently in use as a steel workshop. The existing buildings are single storey industrial sheds and most of the ground is used for parking and loading facilities and ancillary storage.

- 3.2 The site is well served in relation to public transport accessibility, with Hornsey Rail Station, Turnpike Lane underground station and a number of bus links within close proximity. The public transport accessibility level is 3. The site is identified in the Local Plan Proposal Map (2013) as an Ecological Corridor, proposed Green Chain and Blue Ribbon Network. The site does not fall within a conservation area although it may be viewed from the Hornsey Conservation Area.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for a change of use from steel yard to residential and construction of a new building to create 80 self contained flats and two commercial units with underground parking and associated landscaping. A number of revisions have been submitted since the original application was refused.

5. PLANNING HISTORY

- 5.1 Planning permission was REFUSED on 17 May 2013 for change of use from steel yard to residential and construction of a new building to create 80 new private and affordable apartments and two commercial units under planning reference HGY/2013/0470. The applicant did not appeal the refusal.

- 5.1.1 The reasons for refusal can be summarised as follows;

1. Lack of parking
2. Layout, safe access and egress and servicing
3. Excessive density
4. Compliance with standards in London Housing Design Guide
5. Ecological Impacts
6. Unacceptable bulk, massing, detailing, materials

5.1.2 *Development Management Forum*

This scheme which was refused planning permission (HGY/2013/0470) was presented to a Development Management Forum on 23 April 2013. However, the pre-application scheme 'on the table' now has not yet been presented at a Forum but will be in the near future. The applicant has undertaken its own consultation and a summary of the outcome will be presented at the committee meeting.

5.1.3 *Design Review Panel*

The initial proposals prior to the submission of the previously refused planning application (HGY/2013/0470) were presented to the Haringey Design Panel on 15 November 2012 and the principles were broadly welcomed. Panel members were generally supportive of the design concept of the pre-application scheme.

The panel's observations can be summarised as:

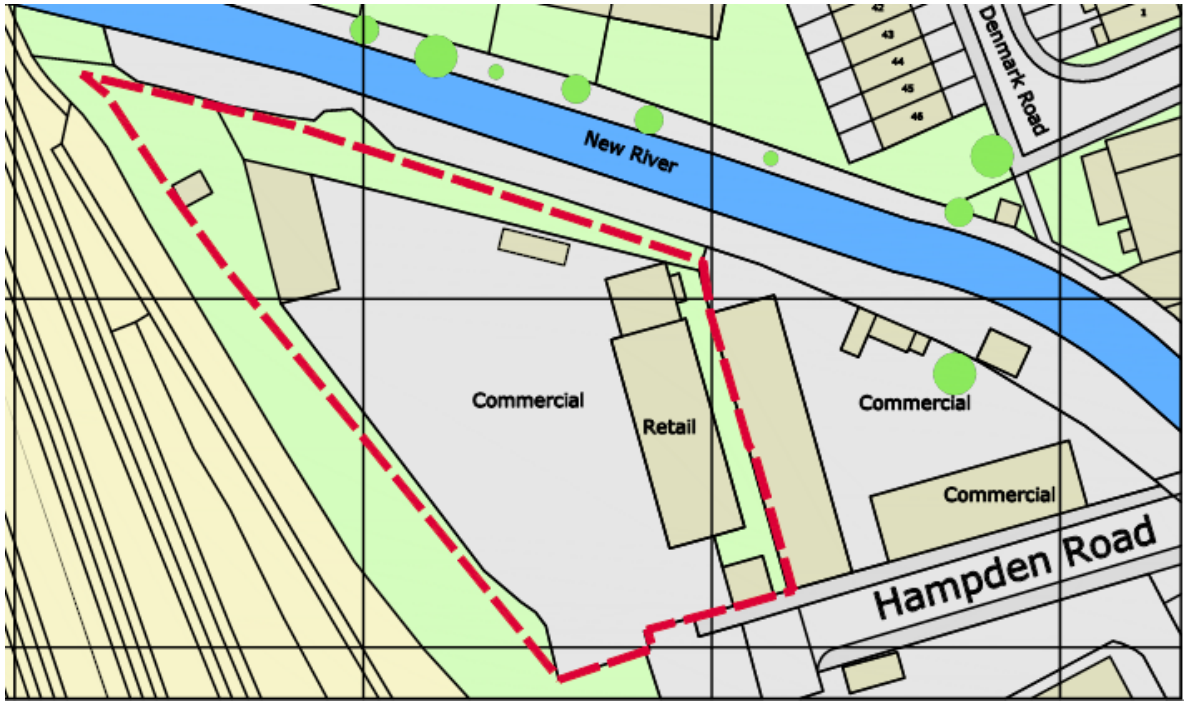
- The type of brick palette and architectural concept giving identity to the individual flats was encouraged;
- The design as a sculptural object that rose to a tower to mark the location of the station was welcomed. Thinking sculpturally and avoiding awkward flanks was encouraged;
- Careful detailing was encouraged, especially the proposed semi recessed semi-projecting brick balconies, where insulation to soffit, levels etc. Conditions or preferably detailed drawings and specified materials, including samples would be required;
- Sunlight especially in low light was the major concern; the scheme must ensure it allows sunlight into the communal/public gardens in low light from both south east and south west with both the existing building and the possible development to the east.
- The single monolithic form that sheltered the development from the railway, also the fact that there were many dual aspect flats was commended;
- A possible alternative layout with 2 blocks to create communal space between them better day and sunlight than the proposal was an option. However, given the advantages of the current proposal, the sculptural form was the preferred option on the basis that the height and shape was adjusted to ensure sunlight reaches the gardens.

MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the proposed development are:

1. **Principle of the development** – the previous committee report concluded that the principle of development was acceptable. The committee will need to consider the loss of employment on this site in the round in the context of the draft Further Alterations to the London Plan and balance this against the other potential benefits of the scheme.
2. **Affordable housing** - A number of options have been discussed to resolve the level of affordable housing. At the final meeting held with Council Officers in June 2014 two viable options were presented: 10 on-site affordable units or an off-site affordable housing contribution of £1.5 million. This position has been verified by the Council's internal viability expert. The viability of the scheme is impacted on by the cost of building the basement in order to accommodate the level of parking considered necessary to bring forward the site.
3. **Dwelling mix**- The dwelling mix is to be resolved following the outcome of the affordable housing provision.
4. **Impact on the Ecological Corridor** –To address this, biodiversity enhancements are proposed within the revised landscape strategy. Further mitigation or compensation may be necessary. Further conversations are needed with the Council's Ecology Officer.

5. **Design and appearance** – The design is innovative and the height, scale and mass and materials have been altered since the previous scheme was refused. To date no material has been received that shows the current scheme in its context. The impact will need to be assessed taking into account this information.
6. **Density** – The scheme would fall just within the upper levels of the density range guidance set out in the London Plan, taking into consideration the PTAL. This density could be acceptable provided that this is a high quality scheme which provides a good living environment and does not impact adversely on neighbours.
7. **Impact on residential amenity** – The height and scale of the scheme has been reduced to ensure the proposed block would not appear overbearing or overshadow the existing flats on the other side of the canal. This will need to be verified by sunlight and daylight reports.
8. **Quality of accommodation** – All accommodation will need to accord with Haringey and London Plan standards. Care has been taken to avoid purely north facing flats. A shadowing report should be submitted with the planning application to ensure the communal area is not overshadowed. The applicant will also need to submit a noise assessment to prove that the units will not be adversely impacted by the adjacent railway and railway depot.
9. **Parking and Highway safety** - The scheme includes a basement car park amounting to 30 spaces (these will apply to family units and wheelchair accessible units). There are no safety concerns regarding vehicular movement or conflict with pedestrian cyclists. This has been reviewed by the transportation team.
10. **Accessibility** – All units should comply with Lifetime Homes Standards and 10% of the residential units should be wheelchair accessible.
11. **Sustainability** – Energy and sustainability statement to be produced – Residential units should achieve Code for Sustainable Homes level 4.



Sketch views





