

## 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:

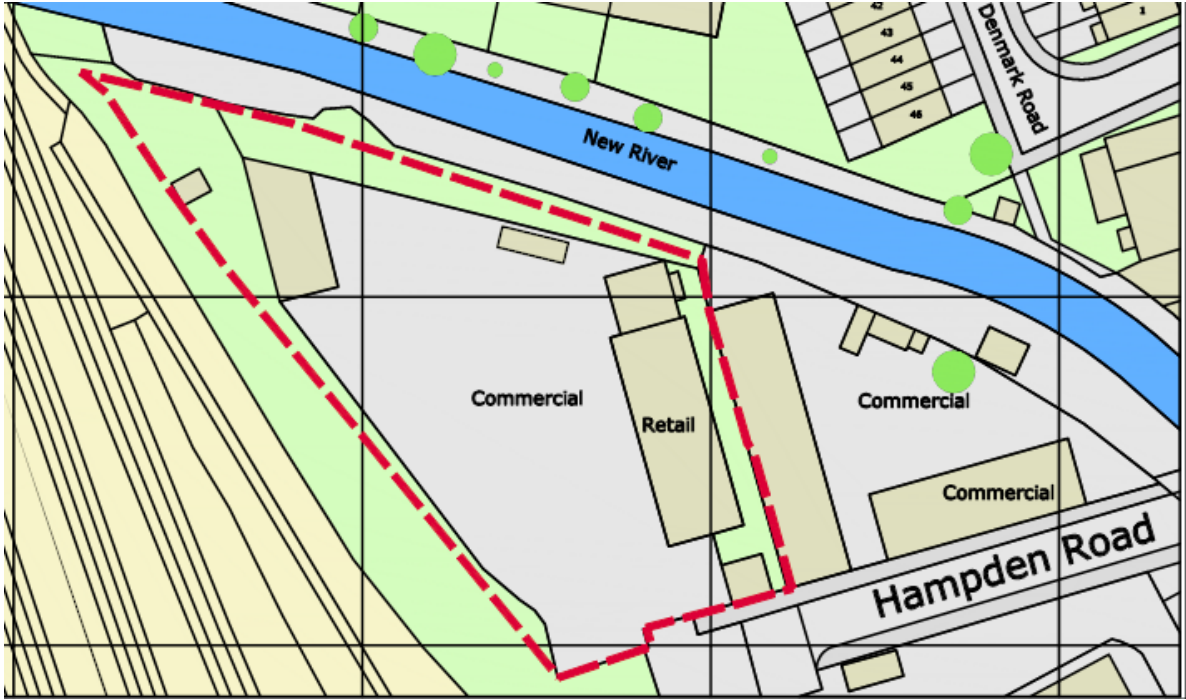
- The type of brick palette and architectural concept giving identity to the individual flats was encouraged;
- The design as a sculptural object that rose to a tower to mark the location of the station was welcomed. Thinking sculpturally and avoiding awkward flanks was encouraged;
- Careful detailing 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





