

NOTICE OF MEETING

SPECIAL PLANNING SUB COMMITTEE

Wednesday, 16th March, 2016, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Peray Ahmet (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, John Bevan, Clive Carter, Natan Doron, Toni Mallett, James Patterson, James Ryan and Elin Weston

Quorum: 3

1. **FILMING AT MEETINGS**

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. **APOLOGIES**

3. **URGENT BUSINESS**

It being a special meeting of the Committee, under Part 4, Section B, paragraph 17 of the Council's Constitution, no other business shall be considered at the meeting.

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

The following part of the meeting is 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 on the following items 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. LAND AT HARINGEY HEARTLANDS, BETWEEN HORNSEY PARK ROAD, MAYES ROAD, CLARENDON ROAD AND THE KINGS CROSS / EAST COAST MAINLINE (PAGES 1 - 8)**
- 7. LAND BETWEEN NEW RIVER AND HAMPDEN ROAD (STEEL YARD AND WILMOTT HOUSE) N8 (PAGES 9 - 20)**
- 8. DATE OF NEXT MEETING**
 - 4 April – pre-app briefing (provisional due to Purdah)
 - 9 May

Maria Fletcher
Tel – 020 8489 1512
Fax – 020 8881 5218
Email: maria.fletcher@haringey.gov.uk

Bernie Ryan
Assistant Director – Corporate Governance and Monitoring Officer
River Park House, 225 High Road, Wood Green, N22 8HQ

8 March 2016

This page is intentionally left blank

Pre-application briefing to Committee**Pre-application briefing to Committee****Reference No:** n/a**Ward:** Haringay**1. DETAILS OF THE DEVELOPMENT**

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross / East Coast Mainline

Proposal: Approval of reserved matters (Scale, Layout, Landscaping, Appearance) relating to Outline Planning Permission HGY/2013/2455.

Agent: CGMS Ltd

Ownership: Private

Case Officer Contact: Adam Flynn

2. BACKGROUND

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view 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. It is anticipated that the proposal will be presented to the Planning Committee later in the year.
- 2.2 The Haringey Heartlands area lies in the centre of the Borough and is one of the Growth Areas identified in the Council's Local Plan 2013. The area is also identified in the London Plan as an Area of Intensification.
- 2.3 In 2005 Haringey adopted the *Haringey Heartlands Development Framework* in order to help ensure major applications meet the strategic goals for the area. The framework covers two areas known as the western and eastern utilities lands as well as areas which provide vital links to Wood Green and Hornsey Centres. The framework replaced earlier planning briefs covering smaller sites in the area – the fundamental aim of the Framework is to regenerate these areas.
- 2.4 The Framework seeks to provide at least 1,700 additional homes, 1,500 net additional jobs as well as new community, cultural and education facilities, public realm and improved transport infrastructure. This will be achieved by bringing back into use underused brownfield land, decommissioning the existing gas holders and decontaminating the land.

3. SITE AND SURROUNDS

- 3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently characterised by cleared, derelict land on the southern portion but also includes an occupied single storey call centre office building. The middle of the site contains two large unlisted operational gas holders. A car parking area is located adjacent to the largest gas holder and is used as a car compound by Haringey Council.
- 3.2 The site forms part of a wider strategic regeneration site known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD. It is in a growth area as allocated by the London Plan. The Haringey Heartlands area stretches from Alexandra Palace Station to the north, Wood Green High Road to the east, Hornsey station to the south and Hornsey High Street to the west.
- 3.3 The site is a site-allocation in the Draft pre-submission version of the Site Allocations DPD (SA22) which sets out that indicative development capacity is for 1,080 residential units, 700 sq.m. of commercial, 920 sq.m. of town centre uses and 550 sq.m. of other uses.
- 3.3 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and the further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the north-west is a recently completed secondary school for up to 1,100 students. To the south is Clarendon Road which contains a number of light industrial and office uses.
- 3.4 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.
- 3.5 The site has a Public Transport Accessibility Rating (PTAL) of four and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

4. PROPOSED DEVELOPMENT

- 4.1 This planning permission will be realised by the demolition of the gasholders and the submission of reserved matters. The reserved matters application will comprise the following:
- C3 Residential: 1056 units, of which 205 units are affordable (24.4% by habitable room)
 - Class A: 1,336m² (GIA)
 - Class B1: 640m² (GIA)
 - Class D1: 685m² (GIA)
 - Car Parking: 251 spaces (60 disabled spaces)

4.2 The following controls exist across the permission:

- The maximum height of the proposed development, including lift overruns, rooftop plant etc, shall be no greater than indicated on the parameter plan for Maximum and Minimum Storey Heights.
- The outline planning permission shall not exceed 1080 separate dwelling units, whether flats or houses.
- The dwelling mix shall be approved in writing by the Local Planning Authority in consultation with the Greater London Authority, prior to commencement of the development with the exception of the Site Preparation Works.
- The developer will be required to dedicate a 3m strip of land by way of a section 72 agreement along Mary Neuner Road.
- The applicant shall provide 251 car spaces parking provision for the residential component of the development, including 60 disabled spaces.
- Building and structures on site to be set a minimum of 8m back from the outer culvert wall of the Moselle Brook.
- Any proposed buildings shall be at least 2 metres from the boundary with the operational railway, at least 5 metres from overhead power lines, or 3 metres from viaducts.

5. PLANNING HISTORY

5.1 Outline Planning Permission

5.2 In 2009, an Outline planning application (accompanied with an Environmental Impact Assessment) (ref. HGY/2009/0503), was submitted for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development, comprising:

- between 950 to 1,080 residential units (C3);
- 460sqm to 700sqm of office uses (B1);
- 370sqm to 700sqm of retail/financial and professional services uses (A1/A2);
- 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4);
- 325sqm to 550sqm of community/assembly/leisure uses (D1/D2);
- new landscaping, public and private open space,
- energy centre, two utility compounds,
- up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.

5.3 This planning application was approved on 18 June 2009 subject to a section 106 legal agreement.

5.4 This scheme has not been implemented.

5.5 Section 73 Applications

- 5.6 A revised planning application (Section 73) (ref. HGY/2013/2455) was submitted in 2013 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2009/0503, described as:
- 5.7 *Variation of conditions to existing planning permission HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.*
- 5.8 This planning application was approved on 3 April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allows remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.
- 5.9 This scheme has not been implemented but enabling works can commence.
- 5.10 A further and current revised planning application (Section 73) (ref. HGY/2016/0026) was submitted this year (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:
- 5.11 *Variation of Condition 1 (Reserved Matters), Condition 2 (Time Limit), (Condition 3 (plans and specifications), Condition 6 (Maximum Building Heights), Condition 10 (Landscaping Details), Condition, 11 (Landscaping) Condition 26 (CCTV and Security Lighting), Condition 27 (External Lighting Strategy), Condition 28 (Surface Water Drainage), Condition 29 (Water Supply Impact Study), Condition 30 (Waste Storage and Recycling), Condition 31 (BREEAM), Condition 34 (Parking Provision), Condition 35 (Electric Vehicles), Condition 36 (Cycle Parking), Condition 37 (Travel Plan and Car Club), Condition 40 (Shopfronts), Condition 41 (Signage), Condition 55 (Network Rail), Condition 59 (Satellite Aerials), Condition 62 (Ventilation) and Condition 66 (Energy), deletion of Condition 67 (Code for Sustainable Homes) and additional informative regarding the Site Preparation Works as a 'phase' of development attached to planning permission HGY/2013/2455 to: permit the relocation of some gas infrastructure known as a Pressure Reduction Station (PRS) to a different part of the Site; to allow the submission of certain details to follow the approval of reserved matters for a particular phase of development, rather than being submitted at the same time as the reserved matters for that phase; and to add clarity to the planning permission.*
- 5.12 This current S73 application has not been determined and a decision is due on 13/04/2016.

6. CONSULTATION

6.1 Internal/external consultation:

6.2 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The applicant has confirmed they will be undertaking their own consultation prior to the submission of the application as required by the NPPF and the council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.

6.3 Development Management Forum

6.4 The proposal will be presented to a Development Management Forum following purdah. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

6.5 Quality Review Panel

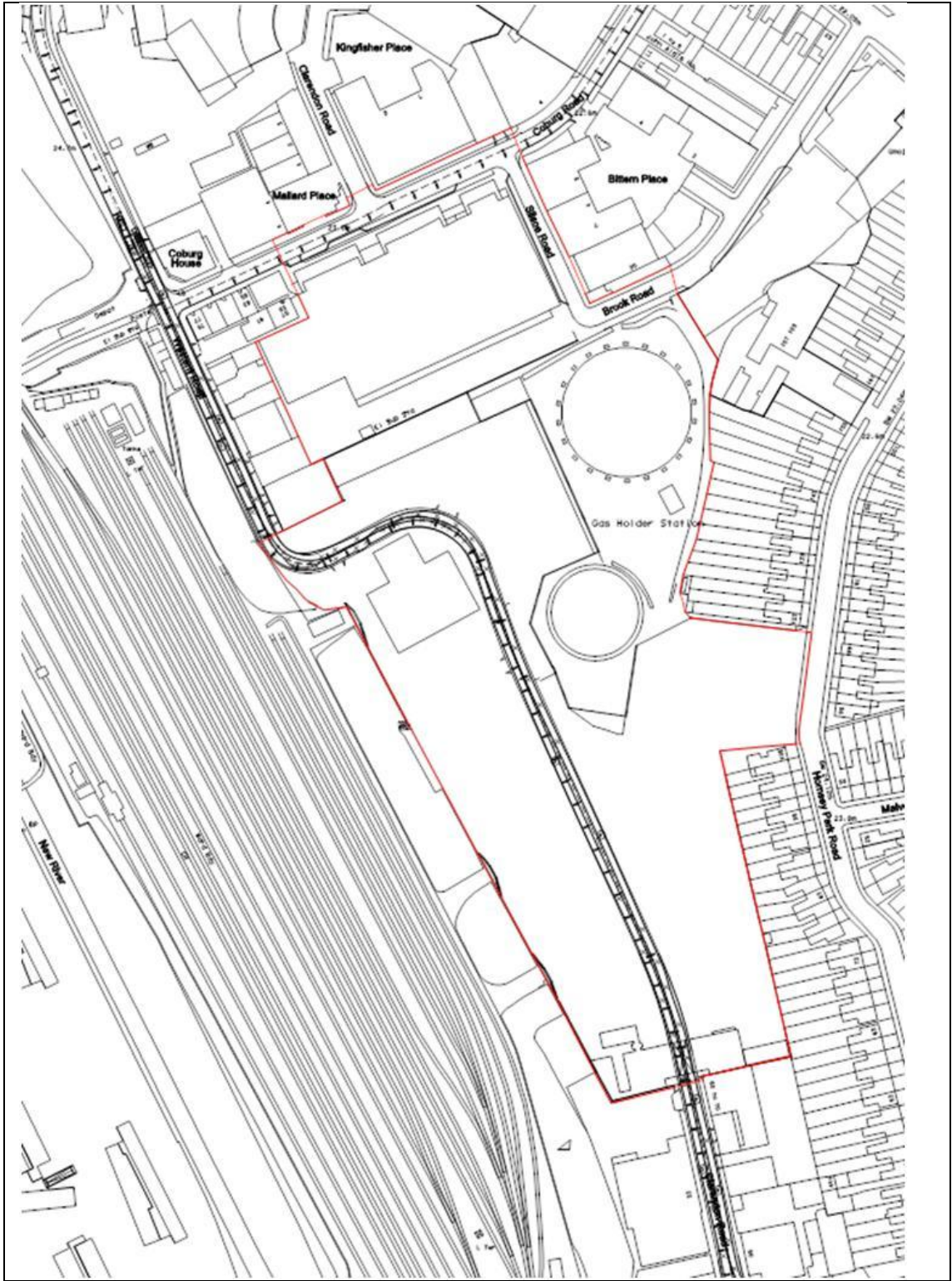
6.6 The proposal will be presented to the Quality Review Panel on 16 March and the committee will be updated verbally at the meeting.

7. MATERIAL PLANNING CONSIDERATIONS

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

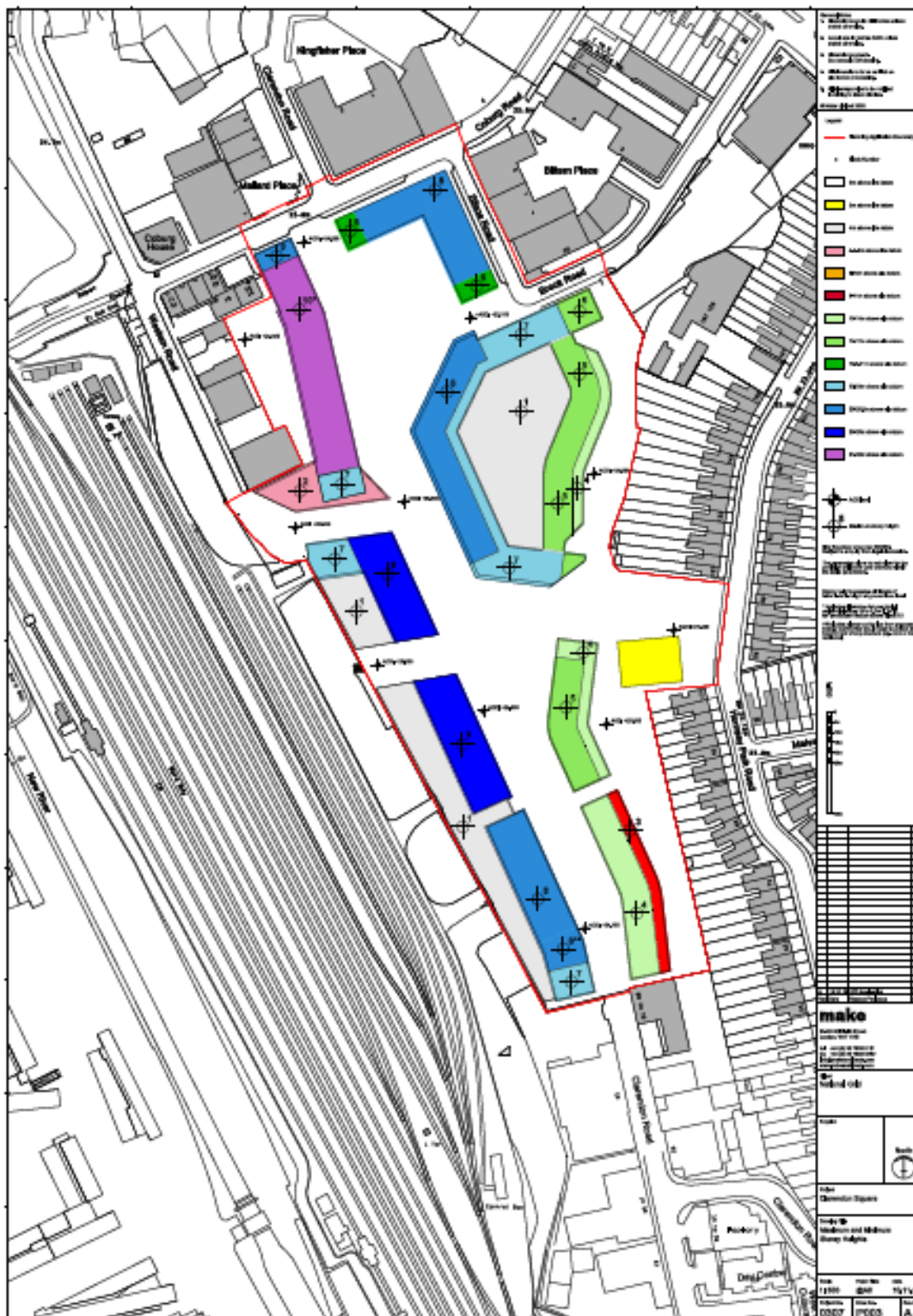
1. Principle of development;
2. Design and appearance
3. Affordable housing
4. Density
5. Housing mix
6. Impact on amenity
7. Quality of accommodation
8. Parking and highway safety
9. Accessibility
10. Sustainability

7.2 These matters are to be assessed prior to the application being considered at Committee.



Site Plan

Heights Parameter Plan



This page is intentionally left blank

Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Site Address: Land between New River and Hampden Road (Steel Yard and Wilmott House) N8

Ward: Harringay

Description of Development:

Redevelopment of existing site to provide two new buildings of 6 and 12 storeys high comprising of 1, 2 and 3 bedroom residential units (10% wheelchair units) and one commercial unit 155 square metres at ground floor level –, including 53 parking spaces.

Applicant: Fairview

Agent: Formation Architects and Fairview

Ownership: Private

Case Officer: Valerie Okeyi

2. BACKGROUND

- 2.1 The proposed development, which is currently at pre-application stage is being reported to Planning Sub Committee to enable members to view 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. It is anticipated, subject to the submission of any planning application that the proposal will be presented to the November or December Planning Sub-Committee in 2016 if Officers are minded to recommend approval.
- 2.2 There has been a previous planning application submitted for the Steel Yard site (not including Wilmott House), which was refused planning permission, details of which are included under section 5 of this report.

3. SITE AND SURROUNDS

- 3.1 The site which is located 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 footbridge from the cul-de-sac provides access to Hornsey overground railway station on the Moorgate and Kings Cross to Welwyn Garden City, West Anglia 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.
- 3.2 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 tunnel. There is a footpath along this stretch of the New River linking Hampden Road with

Wightman Road (although it is unclear if it is open to the public at the moment). 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. It is not known if this is private or housing association housing stock. 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.

- 3.3 The site is well served in relation to public transport accessibility (PTAL level 4), with Hornsey Rail Station, Turnpike Lane underground station and a number of bus links within close proximity. 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, but adjoins Hornsey conservation area and is in close proximity with Hillfield Conservation area.
- 3.4 The site is identified as (SA 21) within the Site Allocations DPD (pre-submission version) 2016. This document has not yet been formally adopted and therefore has limited weight but is still a materially relevant document in assessing such a scheme. This document seeks to promote a residential enabling development.

4 PROPOSED DEVELOPMENT

- 4.1 Redevelopment of existing steel yard to provide two buildings of 6 and 12 storeys high comprising of 176 residential units and one commercial unit – 155 square metres at ground floor level, including 53 parking spaces and 249 secure cycle spaces.

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.

- 5.2 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

5.3 Development Management Forum

- 5.4 The pre-application scheme is to be presented to a Development Management Forum on 10 March and the feedback will be summarised for Members on the evening of committee – 16 March.

5.5 Quality Review Panel

- 5.6 The pre-application scheme is to be presented to panel members on 16 March and the feedback will be summarised for Members on the evening of committee – also 16 March.

6 CONSULTATION

- 6.1 Fairview has undertaken public consultation, as follows:

- Meetings with Councillors Strickland, Jogee and Ibrahim and email correspondence with other Ward Councillors and neighbouring Ward Councillors;
- Presentation at the Ladder Community Safety Partnership's residents meeting, and
- Meeting with the Wightman Road Mosque.
- A public exhibition on 11/12th April (the school holidays have put this back slightly) at the North Haringay Primary School.

Greater London Authority

- 6.2 The applicant has presented the scheme to the GLA, as the planning application, once submitted will be referable to the Mayor. The GLA has been supportive of the principle of development subject to the developers addressing the:

- loss of employment on the site;
- creation of active frontage being incorporated within the scheme;
- creation of larger units;
- density and;
- initial scale and massing of the buildings.

7 MATERIAL PLANNING CONSIDERATIONS

- 7.1 Two pre-application meetings have taken place with officers and Fairview and the following issues have been discussed;

1. *Parking – 53 off street car parking spaces – the developers are in discussions with transport officers and a full parking survey has been undertaken and discussions between officers and Fairview continue. Fairview had been informed that there are current problems with parking in the area on the days that the nearby mosque is being used.*
2. *Density – The scheme is to meet the density range set out in policy 3.4 'Optimising Housing Potential' taking into consideration the Public Transport Accessibility (PTAL) of the site. Anything that exceeds the density as set out within the policy would need to illustrate that the scheme would be of a high quality design. A density calculation has been requested.*
3. *Compliance with standards in London Housing Design Guide – Care has been taken to avoid purely north facing flats. A full analysis is to be carried out to ensure the communal area is not overshadowed. All accommodation must accord with Haringey and London Plan standards. Playspace provision is still being considered*
4. *Ecological Impacts – The site is within an ecological corridor therefore biodiversity enhancements are proposed within the landscape strategy for the site, with vegetation retained where it has ecological value.*
5. *Heights, bulk, massing, detailing, materials – The height and scale of the scheme is a potential concern – officers have informed Fairview that the impact of the*

buildings on the surrounding conservation areas will be key in terms of preserving and enhancing the conservation areas. Height etc will also need to be assessed in terms of safeguarding the visual amenity of the townscape generally.

6. *The new build should ensure that the amenity of surrounding residents is safeguarded.*
7. *Loss of existing employment space – although 153 square metres of commercial space has been presented to officers, this is not yet enough to replenish the existing amount of employment space on the site. Compliance with saved Policy EMP4 of the UDP would be required.*

7.2 **Affordable Housing**

7.3 The level of affordable housing has not yet been provided – a viability report will inform the level of affordable housing that can be provided.

7.4 **Dwelling Mix**

7.5 The dwelling mix to be resolved following the outcome of the affordable housing provision – however, the mix presented at pre-application meetings is as follows: 35% 1 bed; 50% 2 bed and 15% 3 bed units.

7.6 These matters are to be assessed prior to the application being considered at Committee.

Plans:






Aerial view



Proposed ground floor plan



KEY.

-  1 Bed Flat
-  2 Bed Flat
-  3 Bed Flat
-  Commercial Units
-  CHP

Proposed floor plans



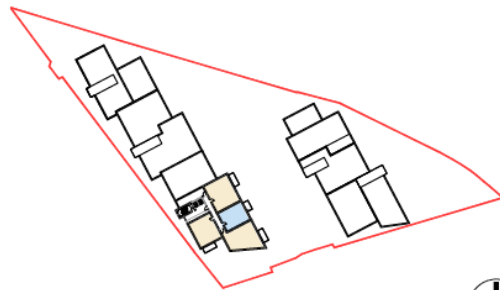
Proposed First floor plan



Proposed Fourth floor plan








Proposed Eighth floor plan



Proposed Eleventh floor plan








KEY.

-  1 Bed Flat
-  2 Bed Flat
-  3 Bed Flat
-  Commercial Units
-  CHP

Different materials used



KEY

-  Light brick
-  Medium-light brick
-  Medium-dark brick
-  Dark brick
-  Balcony

West block elevations towards courtyard



- 1 Light brick
- 2 Medium-light brick
- 3 Medium-dark brick
- 4 Dark brick
- 5 Shadow gap
- 6 Textured brick
- 7 Bronze coloured rock panel
- 8 Glass with bronze coloured frame
- 9 Bronze coloured door
- 10 Bronze coloured metal balustrade

3D images of the proposed scheme





