

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 Okeiyi

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



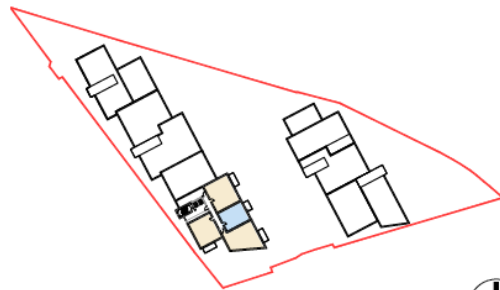
Proposed First floor plan



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





