

Officer Report

Application Number:	HGY/2023/0698
Application Type:	Non-Material Amendment
Address:	590-598 Green Lanes, Hornsey, London, N8 0RA
Proposal:	Non Material Amendment to approved development HGY/2016/1807 to amend the parking quantum from 14 to 13 spaces, siting of short stay cycle storage and window arrangement and elevation composition of the approved scheme for part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units and 940sqm of flexible floorspace with 14 disabled (plus 3 additional spaces and 1 disabled space for the ground floor use)
Case Officer:	Samuel Uff
Valid Date:	16/05/2023
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Applicant:	Latimer Green Lanes Ltd
Agent:	Chris Brady

RECOMMENDATION

Approve

REPORT FOR CONSIDERATION UNDER DELEGATED POWERS

APPROVED DEVELOPMENT

Planning permission (ref: HGY/2016/1807) was granted in December 2016 for demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.

It should be noted that the application description has since been amended through NMA HGY/2021/3583 to:

“Demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, associated car parking, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.”

PROPOSED AMENDMENTS

- The application proposes non-material amendments to allow alterations to Ground Floor Unit of Block A including:
 - Additional detail on the proposed plant room;
 - Elevation alterations including additional doors on the eastern and western elevation
 - Reconfiguration and removal of 1 no accessible car parking spaces resulting in a total of 13 no. accessible car parking spaces being provided due east of Block A;
 - Relocation of commercial visitor cycle parking spaces to the communal area to the north of Block A; and
 - Amended access arrangements between Block E and F.

Other Relevant Site History

HGY/2019/2356 Approval of details pursuant to condition 3 (external materials) attached to planning permission HGY/2016/1807 GTD

HGY/2019/2782 Approval of details pursuant to condition 4 (hard and soft landscaping) attached to planning permission HGY/2016/1807 GTD

HGY/2019/3136 Non-material amendment following a grant of planning permission HGY/2016/1807 to allow adjustments to the design allowing compliance with various standards GTD

HGY/2021/3583 Non-material amendment to full planning permission HGY/2016/1807 to amend the description following Transport for London's request to take back ownership of their land on the site, previously proposed as an area for car parking and to remove reference to the precise extent of flexible A1/A2/A3/B1/D1 or D2 floorspace to address an inconsistency in the existing description of development to the approved floorplans GTD

CONSULTATION RESPONSE

LBH Transportation: 13 blue badge bays acceptable. The 8 commercial spaces should be covered and secured and not be confused with the residential. there should be details of changing facilities etc. The 4 residential spaces is not as well situated as previously and requires access through an additional gate (Officer Comment: The approved development only stipulated 4 short stay spaces located by the residential but stipulated as for commercial and none for residential. The only cycle parking requirement was for compliance that 228 cycle bays would be provided, which the applicant says have been provided. It will not be required to stipulate what short term bays are for commercial and what are for residential but the additional quantum is welcomed).

ANALYSIS/ASSESSMENT

Legislation came into force on 1 October 2009 which legally allows the Council to approve non-material changes to approved developments (Statutory Instruments 2009 No. 2261 Town & Country Planning (General Development Procedure) (Amendment no 3) (England) Order 2009.

There is extensive history for the site and various alterations approved from the originally submitted drawings submitted with the application. These include the amendments to certain materiality and detailing and the scale and massing of the Plant (Energy) Room. These were approved through non-material amendments as detailed above in the history.

Design:

The windows and doors additions and amendments are proposed in order to ensure compliance with the Fire Strategy and Secured by Design measures. Two previously proposed doors would have opened onto TfL land and therefore require amending as this land now falls outside of the application boundary.

The design changes have been implemented and the details have been shown in the submitted drawings. These are considered to provide an active and well designed frontage in-keeping with the approved development. Windows would be retained as clear glazed and paneling and brickwork around windows are considered to add to the high quality aesthetic of the design.

A previous NMA to the plant room made this smaller than the original approval and that smaller scale is retained in this proposed submission. The siting of the plant room would remain set back from the street frontage and subordinate massing. The modest changes to the elevation treatment inside the development are considered to be non-material and would retain the approved design integrity.

Transport Impact:

Parking:

NMA approved under HGY/2021/3583 also removed reference to the number of parking spaces in the description of development.

The loss of parking would mean the development would have 13 rather than 14 spaces serving the 133 units. This is just below 10% parking available on-site for the approved development but has been reviewed by Transportation Officers and is considered to be acceptable.

Cycle parking:

The approved cycle storage for residential was approved at the rear of Block A, near to the residential entrance to that block. There were also 2 x Sheffield stands approved within a row of vehicle car parking spaces. Despite the proposed car parking layout having one less bay than approved (as detailed above), there remains insufficient space for this short stay cycle parking. As such these spaces cannot be accommodated in that location. It is only these 2 x stands that are being amended with regard to cycling and the approved cycle store is retained as approved.

An alternative space for these 2 x Sheffield stands was proposed near that approved at the rear of Block A, along the pedestrian footway, but this location would create a pedestrian movement issue, albeit within a private road within the development site. As such this location was not supported by LBH Transportation.

The current submission has proposed these 2 x Sheffield stand spaces at the front of the site. These would be adjacent to the 4 x Sheffield stand approved in this part of the site in subsequent approvals, such as landscaping, which were earmarked for the adjacent commercial use. There is a side access with intercom that is located adjacent to the side of the cycle area that allows access to the rear of Block A. Although the cycle storage is less convenient for visitors to the residential units, it is considered preferable to the alternatives.

It should also be noted that Condition 9 of the original permission required only compliance with provision of 228 cycle spaces and did not specify any short stay spaces. In reviewing the original approval, it is apparent that the short stay spaces outlined were for commercial visitors only, so the relocated site appears more suitable for the commercial use. There was no requirement within the condition for residential short stay cycle storage, although the stands shown at the rear of Block A would presumably have been used as such. Through negotiation with the applicant they have also provided the other commercial short stay cycle stands. Although not covered, these are all in a passively surveyed area and an improvement on the no commercial storage approved.

In this context of the now developed site, the lack of any other viable site in the rear of the block and the side access to the rear, the revised siting is considered favourably as a reasonable solution, especially given that there is the additional commercial cycle storage also shown now.

Conclusion:

Therefore, given the comments above, it is considered that the proposed non-material amendments can be granted.

RECOMMENDATION

GRANT Non-Material Amendment