

Representations to Haringey Local Plan : Site Allocations Preferred Options Consultation

On behalf of L R Stewart and Sons

Subject : SA 22 North of Hornsey Road Depot

These representations are submitted on behalf of L R Stewart and Sons. The Company own the majority of the allocation identified as SA 22 : North of Hornsey Road Depot in the Local Plan : Site Allocations Preferred Options Consultation. The extent of their ownership is shown on the attached plan.

The Company **supports** the allocation of the land and considers that the site represents a significant opportunity to regenerate land in a sustainable location in close proximity to Hornsey Railway Station.

The Company would however, make the following comments:-

1. The proposed allocation is in two ownerships and there is no realistic prospect of bringing the entire site forward as one at the present time as the adjoining land includes revenue generating office accommodation. The owner of the adjoining land does not, at present, wish to proceed with development on a comprehensive basis.
2. The policy should therefore reflect the fact that there are two land parcels. The development guidelines may include a comment to the effect that development on either land parcel should not prejudice the long term residential development of the entire allocation. The proposals that have been prepared for the L R Stewart's land ensure that this objective will be met.
3. The suggested yield of 70 residential units on the allocation as a whole would not result in the effective use of the site. Circa 70 units or more is possible on the L R Stewart land. The yield from the entire allocation is difficult to assess without further design work, but we consider that a notional yield of 100 units would be appropriate. This reflects the development guidelines which allow for development on up to 10 stories and densities above the current London Plan guideline. This high density approach is supported.
4. The site requirements are generally supported. However, in relation to the final bullet point it is noted that financial compensation arising from the net loss of employment floorspace would need to be considered within the context of the overall viability of the scheme. It may be feasible to provide some employment or retail floorspace as part of the desire to enhance the activity in Hampden Road and this should be recognised within the site requirements as an option.
5. The development guidelines are generally supported. It is noted that the deliverability of an improved railway bridge is, however, questionable and cannot be made a requirement of the development. To improve this bridge would require agreement of Network Rail and has considerable financial implications that would undermine the viability of development. The deliverability of such an improvement could be undermined by the need for complex legal

agreements and track possessions. This guideline should be amended to read that the opportunities for improving this bridge should be positively explored.

6. It should be noted that the PTAL rating for this site is 4, not 3 as shown in the SA22 site details.

L R Stewart and Sons

17 March 2015