

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2020/0011

Ward: Seven Sisters

Address: Open land and garages, Remington Road, London, N15 6SS

Proposal: Development of open land and garages for c45 residential units (houses and flats - all Council rent) and associated landscaping, public realm improvements, play space, cycling and refuse stores.

Applicant: London Borough of Haringey

Agent: Satish Jassal Architects

Ownership: London Borough of Haringey

Case Officer Contact: Laurence Ackrill

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to the Planning Sub-Committee in early 2021. The applicant has been recently engaged in pre-application discussions with Haringey Planning Officers and the proposals have been reported to the Quality Review Panel.
- 2.3. The proposed development forms part of the portfolio of sites under Haringey's new Council homes delivery agenda

3. SITE AND SURROUNDINGS

- 3.1 The application site relates to a plot of land comprising partly of a row of garages and also an area of open space. The site is located north of a 1970's part 5, part 6 storey block of flats, located on the Southern side of Remington Road. The TFL London Overground Line to the north is a grade II Site of Importance for Nature Conservation and Ecological Corridor The site is also located within a Critical Drainage Area.
- 3.2 The area surrounding the application site is characterised predominantly by larger blocks of self-contained flats, but there are also smaller, single family, townhouse dwellings located along Pulford Road and the adjoining streets.

- 3.3 The site is close to the Seven Sisters Local Shopping Centre, east of the site, which can be accessed via an underpass between Nos. 521 and 523 Seven Sisters Road.

4. PROPOSED DEVELOPMENT

- 4.1. The proposed works involve the construction of a part 3, part 6 storey block of c34 residential units and 11 x 3 storey townhouses following the demolition of a block of single storey garages. The proposal includes associated improvements to existing areas of landscaping, public realm and public amenity spaces.
- 4.2. The proposal would also incorporate some car-parking including Blue Badge spaces subject to parking surveys and a transport assessment.
- 4.3. The site is located within the Green Lanes B Controlled Parking Zone and has a PTAL of between 1b & 2 according to TfL's web-based Connectivity Assessment Toolkit. However, a manual calculation has been undertaken indicating that the PTAL of the site is between 3/4 having regard to the public access path to Seven Sisters Road.

5. PLANNING HISTORY

- 5.1 None

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. The applicant is yet to undertake pre-application public consultation and engagement prior to submission.

6.3. Quality Review Panel

- 6.4. The proposal was assessed by the Quality Review Panel (QRP) on 17th June 2020. The QRP's report is attached as **Appendix 1**.
- 6.5. The scheme has yet to be amended from that reviewed by the QRP. The QRP were in support of the layout, scale and massing, however further refinements to the layout were advised.
- 6.6. The submission of a full planning application is anticipated early next year.

7. MATERIAL PLANNING CONSIDERATIONS

7.1. Officers' initial views on the development proposals are outlined below:

7.2. *Principle of Development*

7.3. Part of the site is non-designated open space and the proposal would result in a net-loss of this open space which is contrary to Policy DM20. The net loss could be outweighed in the planning balance by the high proportion of affordable housing units proposed, and subject to the scheme achieving enhancements to the quality and accessibility of the public realm and existing open spaces. On this basis, the provision of additional residential development on this site is acceptable in land use terms and would provide much needed affordable housing in line with Local Plan requirements.

Affordable Housing

7.4. The site has the potential to make an important contribution the 1000 Council homes Haringey has committed to deliver through the Council Housing Delivery Programme.

7.5. All the homes would be affordable with the development providing c45 Council houses to be let at Council rent levels.

7.6. *Design and Appearance*

7.1. Officers consider the proposed massing and scale of the proposal and building form to be generally acceptable given the scale of the existing blocks and the nature of the surrounding area. The proposed scale has also been informed by potential impacts in relation to daylight/sunlight and overlooking to neighbouring occupiers. The closest windows on the northern elevation of the existing block on Remington Road appear only to serve kitchen areas and a walkway access.

7.2. Given the net loss of open space, the open space to be re-provided must have a clear purpose and must be high-quality.

7.3. The proposed design is of a 'new London vernacular' style responding to the somewhat fragmented context of the surrounding area. The proposal was presented to the Quality Review Panel meeting in mid-June, which was generally supportive, but raised issues in respect to the internal layout, the functionality of Remington Road and the treatment of the public realm and landscaping across the site and adjoining areas.

7.4. The QRP noted that the overall development strategy has the potential to work successfully, and it is considered that the proposed combination of taller and lower buildings to be convincing and appropriately distributed. They also noted that the proposed landscape design will prove very important to helping the scheme to work as a whole. A strong landscape narrative is needed to give

coherence to the series of public spaces created by the scheme. One way of achieving this might be to use trees to draw a thread through the site all the way from the Seven Sisters Road entrance.

- 7.5. The design of the proposals remains ongoing and the schemes will be presented to the QRP again later this year.
- 7.6. *Residential Unit Mix and Affordable Housing*
- 7.7. The development would provide a range of 1, 2, 3, & 4 bed units. This mix of units is considered appropriate for this location and a high number of family sized units is expected.
- 7.8. *Transportation and Parking*
- 7.9. The site has a PTAL rating of 2. When the link to Seven Sisters Road is taken into account the PTAL is higher (PTAL 3/4). The development would provide some car parking including Blue Badge spaces and discussions are currently taking place with the Council's Transportation Officers.
- 7.10. *Impacts on Amenity of Surrounding Residents*
- 7.12. The proposed scale has also been informed by potential impacts in relation to daylight / sunlight and overlooking to neighbouring occupiers. The closest windows on the northern elevation to the existing block on Remington Road appear only to serve kitchen areas and a walkway access to those flats.
- 7.13. Further design work will focus on ensuring compliance insofar as possible with the BRE guidelines in relation to daylight / sunlight requirements and to minimise the impact on neighbouring residents in terms of overlooking, loss of outlook, noise disturbance or visual amenity.

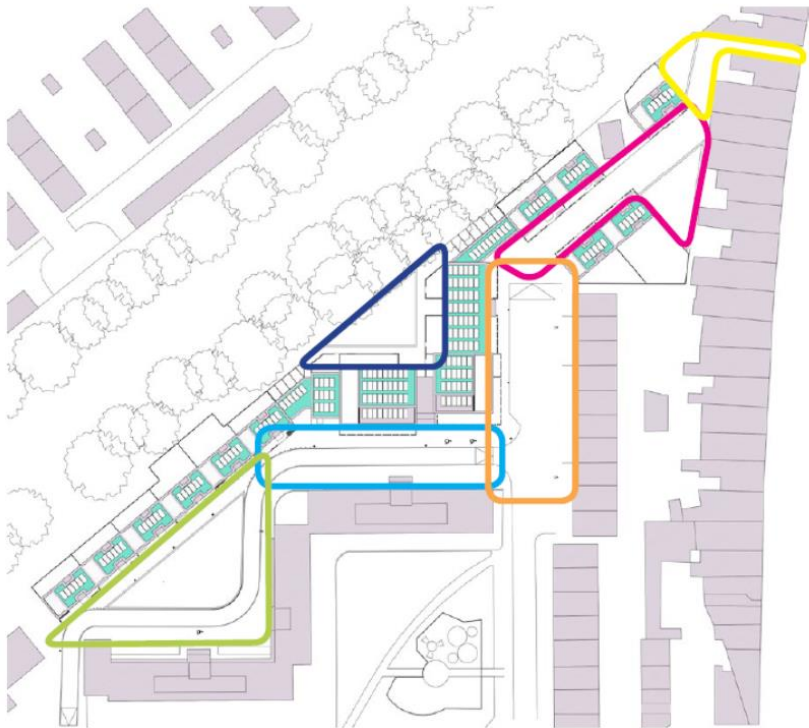
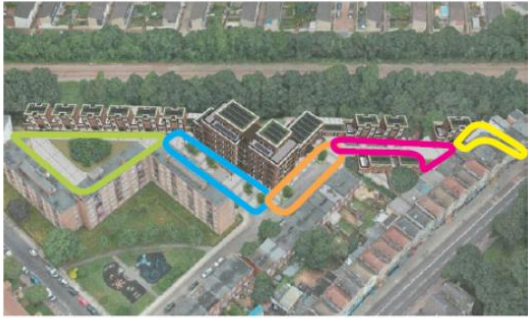
PLANS AND IMAGES

Site location plan



Scheme Layout

- Key.
- 1. Doorstep play
 - 2. Shared Street
 - 3. Communal Courtyard
 - 4. Tramway Mews and Pocket Park
 - 5. Memory Lane
 - 6. Blended Street



Proposed Blocks CGI



Proposed Pulford Road CGI



Proposed townscape elevation and Building A and C street elevation



Proposed Building A, B and townhouse street elevations



APPENDIX 1

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Remington Road

Wednesday 17 June 2020

Video conference

Panel

Peter Studdert (chair)

Phil Armitage

Esther Everett

Phyllida Millis

Joanna Sutherland

Attendees

Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Laurence Ackrill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Tom Bolton	Frame Projects
Kiki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
David Doherty	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Formal Review Meeting
17 June 2020
HGRP101 _Remington Road

4. Quality Review Panel's views

Summary

The panel supports the design team's ambition to deliver high quality design, both in the detailing of new buildings and in the improved public realm. It considers that the overall development strategy has the potential to work successfully and suggests some potential refinements. However, it would also encourage the design team to test an alternative development strategy, retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. At a strategic level, the panel applauds the intention to deliver a zero carbon development. As design work continues, the architecture could benefit from being simplified to help ensure the design quality promised by the planning application can be delivered. The panel also offered some detailed comments on: building entrances; public realm; residential layouts; car and cycle parking. These comments are expanded below.

Development strategy

- The panel considers that the overall development strategy has the potential to work successfully, and considers the proposed combination of taller and lower buildings to be convincing and appropriately distributed.
- However, it notes that removing the existing green space and introducing a L-shaped block (Buildings A, B & C) will create a poor outlook for flats facing south, onto the rear of the existing building at 1-67 Remington Road.
- The strategy will also make significant demands of the relatively narrow areas of public realm on Remington Street to the south of Buildings A, B & C, between the new building and the existing blocks. This space will be constrained, and is likely to be noisy because of its hard surfacing.
- The panel suggests exploring the potential to reduce the depth of the main block (Buildings A, B & C) to widen Remington Street. The public realm should also incorporate greenery to make it as pleasant as possible
- An alternative development strategy could involve retaining the existing green space and trees and restoring the original 19th century urban grain by building a linear block alongside the railway. This approach would deliver fewer residential units, but would deliver a larger and higher quality space between the new and existing blocks, and create a more direct east-west connection through the area.
- Both approaches have advantages and disadvantages, and the panel does not suggest that one option is clearly preferable. However, it does consider that developing an alternative strategy would be beneficial, both to ensure the full range of options is assessed, and to provide a second option if it is required after local consultation.

Sustainability

- The panel is pleased to see that the design team is looking at how it can deliver a zero carbon development. This objective is not easy to achieve, and should be integrated as a fundamental part of the design from an early stage.
- An options appraisal should be carried out to assess the embodied carbon in proposed materials, and identify the lowest carbon options.
- A passive design approach will be essential, ensuring that heat and noise are modulated through the building design, and that the building itself is part of environmental control strategy. For example, glazing and solar shading should vary in response to different aspects of the building, to create comfortable places to live as passively as possible.
- Comfort will need to be maintained for residents throughout the life of the buildings, amid a changing climate. It is therefore important to consider the resilience of the design, and how they will perform in the medium term, in response to such change.
- An all-electric heating strategy is the right approach to take, but thought should be given to the location of heat pumps. Outdoor units are bulky, noisy and not yet optimised for residential developments, while indoor units need to be carefully sited.
- Photovoltaic cells are a good use of roof space, but are very sensitive to overshadowing. High and low output areas should be identified, to inform the location of PVs.

Architectural approach

- The panel questions the suggestion that the existing estate lacks character, and suggests that community engagement should be informed by an understanding of the nature and positive aspects of a local vernacular that is characteristic of this part of London.
- The panel appreciates the proposed detailing and articulation of the new buildings, but suggest that the architectural language should be simplified a little, to create a clearer visual presence.
- Reducing the complexity of the architecture will also help to ensure it can be delivered. The panel encourages the design team to be realistic in terms of detailing and materials, to avoid the risk that their vision will be compromised at the construction stage.
- The panel suggests that the tripartite windows in Buildings A, B & C, while reflecting local designs, could be simplified to reduce the number of small glazing elements and improve light levels in the rooms they serve.

- White glazed bricks could be used to lighten the recessed balconies of Buildings A, B & C, which currently seem relatively dark.
- The panel also asks that care is taken with the articulation of the upper storeys of Buildings A, B & C, to ensure blank walls are not presented in views from the approach route to the east.

Building entrances

- The panel suggests that the main entrance to Building A would benefit from a stronger presence, and a more residential appearance. The entrance space could be made more generous, with its verticality articulated.
- The stonework band across the façade of Buildings A, B & C could be moved a storey lower, helping to tie the façade detailing into the main entrance.

Public realm

- The panel suggests that the next stage of landscape design will prove very important to helping the scheme work as a whole. A strong landscape narrative is needed to give coherence to the series of public spaces created by the scheme. One way of achieving this might be to use trees to draw a thread through the site all the way from the Seven Sisters Road entrance.
- The panel also notes that the way vehicles move through pedestrian spaces is very important to the success of the development. The way in which streets are designed to slow drivers down, and create a good pedestrian environment will need careful thought.
- The panel notes the options presented for the design of either a mews or a square at the eastern end of the development. It suggests these options should be discussed with residents.
- The mews concept has advantages. In particular, it would provide good surveillance for an otherwise hidden entrance route.
- The panel thinks the proposed front boundaries for properties on the mews, combining brickwork, balustrades and planting are over-complicated. They could be developed and simplified, with further a landscape architecture input.
- The panel asks whether the pair of mews houses closest to the Seven Sisters Road entrance will feel isolated and exposed.
- The existing electricity substation breaks up the proposed mews, the panel feels that continuity is important to creating a successful space. The panel suggests that the design team should explore options with National Power, to understand whether there is any possibility of downgrading, decommissioning or removing the substation.

- The proposed triangle of green space on the south side of the mews at its eastern end also breaks up the continuity of the space. The panel would encourage the design team to explore how greater continuity and containment can be achieved.

Buildings A, B & C layouts

- The panel suggests the option of deck access should be explored. This could allow large family units to be moved to the front of the buildings, establishing a clearer hierarchy between front and the back, which will be important to the creation of clear street relationships.
- The panel feels that the layout of Building A should be adjusted to reduce the number of doors opening onto the constrained landing space, which will also lack daylight.
- The single north-facing unit on the 3rd and 4th floors of Building A would benefit from larger living room windows. These face west and, if they were widened, would introduce more sun and make living rooms lighter.
- The nature conservation corridor beside the railway offers views of trees and greenery. The panel suggest that layouts are adjusted, where possible, to maximise this view from apartments.

Town house layouts

- The panel suggests that the town house entrance halls could be more generous spaces, with room to store coats and shoes. To achieve this, the positions of the staircase and the ground floor toilet and first floor bathroom could be swapped, placing the entrance hall at the centre of plan and allowing it to be larger.
- The ground floor toilet has an entrance directly from the living room. It would be preferable if it could be accessed from the entrance hall instead.
- The two-bed and the four-bed town houses have very similar layouts, but will be used differently. The panel suggests further thought about how these house types could be tailored to suit the number of people living in them. This could include providing separate working space, which is likely to prove important in future.

Car and cycle parking

- The panel cautions that the design of a car-free development, alongside the removal of existing garage space, may cause problems for residents. It asks that the design team considers the needs of those who rely on their vehicles for work. A more detailed parking plan should be developed to ensure residents are not disadvantaged by their occupations.

- The panel suggests that more, smaller cycle storage units would be preferable to the two large units proposed, providing storage closer to individual access points for each building.

Next steps

The panel would welcome an opportunity to review the proposals again before an application is submitted, and suggests that a chair's review may be appropriate at the next stage of design.