

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2021/0016

Ward: Alexandra

Address: Woodridings Court, Crescent Road N22 7RX

Proposal: Redevelopment of the disused parking court/ amenity deck to the rear of an existing 4 storey block of Council flats to create 29 additional new homes.

Applicant: London Borough of Haringey

Agent: Collado Collins Architects

Ownership: London Borough of Haringey

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it 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 a Planning Sub-Committee in December/January 2021/2022 for a decision. The applicant has recently started pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The existing building occupying the site is a 4-storey 1970s council building which houses 56 flats. There is an undercroft parking area at ground floor, the parking deck at first floor and amenity decks at second floor that have been closed off for a considerable number of years. There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are still in place but gated and provide pedestrian and refuse collection access only.
- 3.2 The main access point is at the centre of the site off of Crescent Road. Two other pedestrian entry points are located off Dagmar Road, but due to the ground level differences pedestrians can either enter at first floor level directly into the end of the enclosed circulation corridor or descend two flights of steps to a ground floor entrance. The existing flats are accessed via the circulation along the rear of the building which runs parallel with the railway and the duplexes are located within the perpendicular block. All dwellings have a single aspect facing onto the amenity space along the front of the building.
- 3.3 The site has a public transport accessibility level of part 3, and part 5. There are four bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Network Rail station is a 9 minutes walk away, and Bounds Green Underground station is a 12 minutes walk away.

- 3.4 The site is bounded by housing to the north, Crescent Rise and Crescent Road to the west, Dagmar Road to the south and the main railway line to the east. The built form of the surrounding area is predominantly low rise and residential in land use terms. The site is not within, adjacent or near a Conservation Area.

4. PROPOSED DEVELOPMENT

- 4.1. The proposed works would involve the redevelopment of the disused parking court/amenity deck to the rear of the existing 4 storey block of council flats adjacent to the railway line to provide 4 separate buildings of 3,4 and 5 storeys in height. The building would comprise 29 self-contained residential units with associated cycle, refuse storage and landscaping provision across the site (13 x 1 bed, 14 x 2 bed & 2 x 3 bed flats including three fully wheelchair accessible units on the ground floor).
- 4.2. The scheme would include comprehensive landscaping including child playspace to enhance the existing communal amenity area for existing and future residents and improvements to the access/entrances to the existing building. Three Blue Badge parking bays and cycle parking for proposed and existing residents would be provided.

5. PLANNING HISTORY

- 5.1 HGY/1996/0855 – Formation of new pitched roof to replace existing flat roof – Granted 27/08/1996.

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken as yet. The applicant will be undertaking pre-application public engagement in July/August prior to the submission of a planning application.

6.3. Quality Review Panel

- 6.4. The proposal was presented to the Quality Review Panel (QRP) on 23rd June 2021 and formal written feedback of their design assessment will be received thereafter.
- 6.5. Throughout the pre-application process with officers a number of options have been explored by the architect before the scheme is presented and reviewed by the QRP.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. The Council's initial views on the development proposals are outlined below:

7.2. Principle of Development

- 7.3. The proposal for a residential scheme on this site would be acceptable given the site's existing residential use. The proposal would deliver additional council rented homes which is supported by Local Plan Policy.

7.4. Design and Appearance

- 7.5. The scheme is at a very early stage in terms of its massing and design. The applicant has prepared an indicative massing view and section study of the proposal to test the design in the context of the existing residential building, Dagmar Road and the surrounding area.
- 7.6. The appearance of the proposal, some of which would exceed the height of the roof of the adjacent residential building on site would need to be assessed in terms of its proportions and architectural expression, particularly the roof form.
- 7.7. Details of materials are yet to be discussed but will need to be high quality and durable as although the existing residential building would shield much of the proposal from view it would be visible from the railway and neighbouring sites across the railway.
- 7.8. The indicative landscaping strategy shows improvement to the existing amenity / green space to the front of the existing residential building, in terms of public realm/landscaping and the provision of children's playspace.
- 7.9. A clear strategy for pedestrian, cycle and vehicle movement around the existing and proposed buildings will be critical to the success of the scheme. The proposal seeks to exploit the potential to improve the quality, safety, and design of the public realm adjacent to the existing and proposed residential buildings. This would also greatly assist in addressing Anti-Social Behaviour in the area.
- 7.10. *Residential Unit Mix and Affordable Housing*
- 7.11. The proposal would provide 13 x 1 bed, 14 x 2 bed and 2 x 3 bed units. This range of unit sizes is considered appropriate for this development and this location and optimises the use of the site to meet housing need.
- 7.12. All residential units would be provided at Council rents.
- 7.13. *Transportation and Parking*
- 7.14. The site currently has a part 3 and part 5 PTAL rating which is likely to increase when considered under 2021 PTAL levels. The proposal would seek to be 'car free' and would provide three on-street Blue Badge parking bays. It is understood that the existing parking court has been closed for a number of years, which means there would not be any displacement of existing parking from there onto the highway. An initial parking stress survey has been undertaken but requires further surveys to be undertaken taking into consideration vehicular sizes and driver behaviour – this survey will require officer assessment once finalised, with particular consideration for the impact on Crescent Road.
- 7.15. The development would provide two cycle stores within the landscaped areas of the site. The walking distances to the stores from the individual units seek to ensure these stores are user friendly.
- 7.16. The site is located within the Alexandra Palace CPZ, which has operating hours of 12.00 to 14.00 Monday to Friday. However, the site is at the edge of the CPZ, and some streets in the immediate locality are not covered by any formal CPZ so further parking controls may be required.

7.13 Discussions are ongoing with the Council's Transport Planning team.

7.14 *Impacts on Amenity of Surrounding Residents*

7.15 The proposed building would be located to the east of the existing building where there are no habitable room windows, The height, scale, orientation and siting of the proposed buildings have been designed in part so as to minimise any adverse impacts on the amenity of residents and occupiers of existing surrounding properties regarding sunlight / daylight (general compliance with BRE standards), enclosure, overlooking and privacy.

7.16 The applicant is carrying out pre-application community engagement in July/August 2021. The scheme was also presented to the Quality Review Panel on 23rd June and a formal public planning consultation will be carried out once a planning application is received.

7.17 *Other matters*

7.18 Further information on the following matters is required – which has not yet been provided in detail:

- Flooding and drainage;
- Energy strategy;
- Layouts

PLANS AND IMAGES

Photographs of existing site and surrounding area

Birds eye view



Existing building



Rear pedestrian access is uninviting.



Ground and first floor corridors are dark and unpleasant.



Central main entry point at the front of the building.



Dagmar Road view showing the ground level against the building.

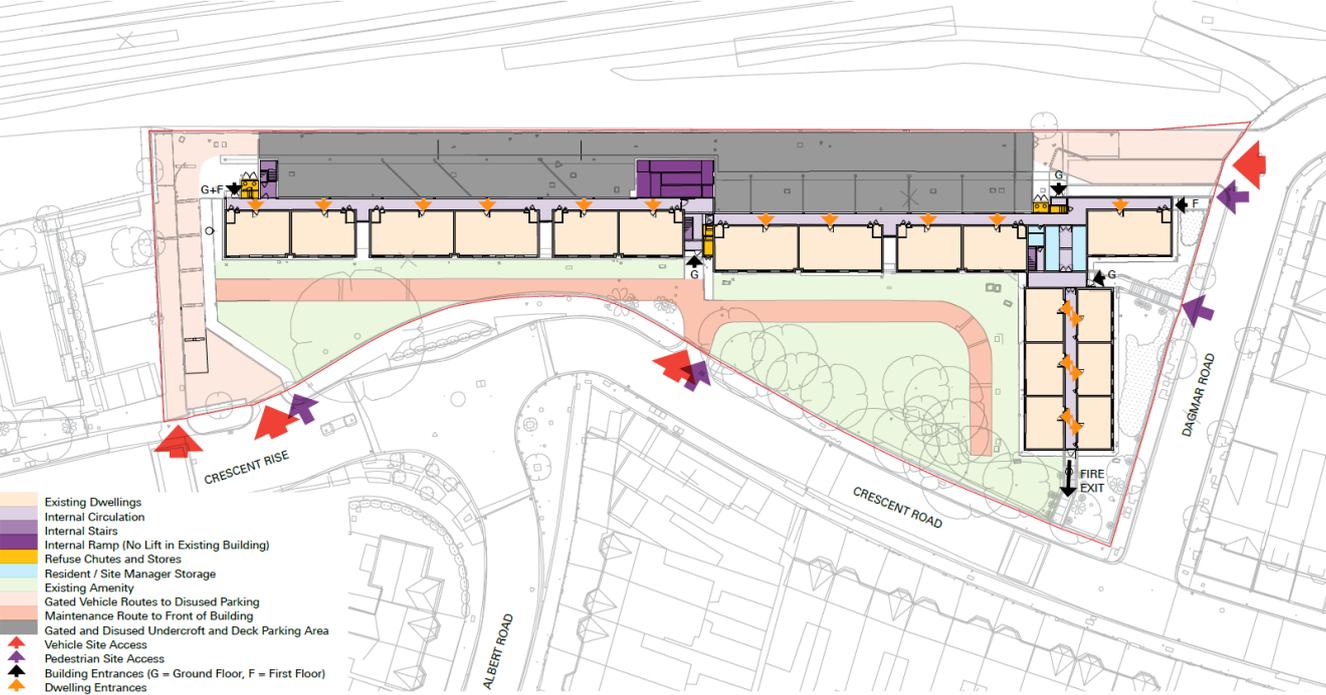


Dagmar Road access ramps to the disused parking areas.

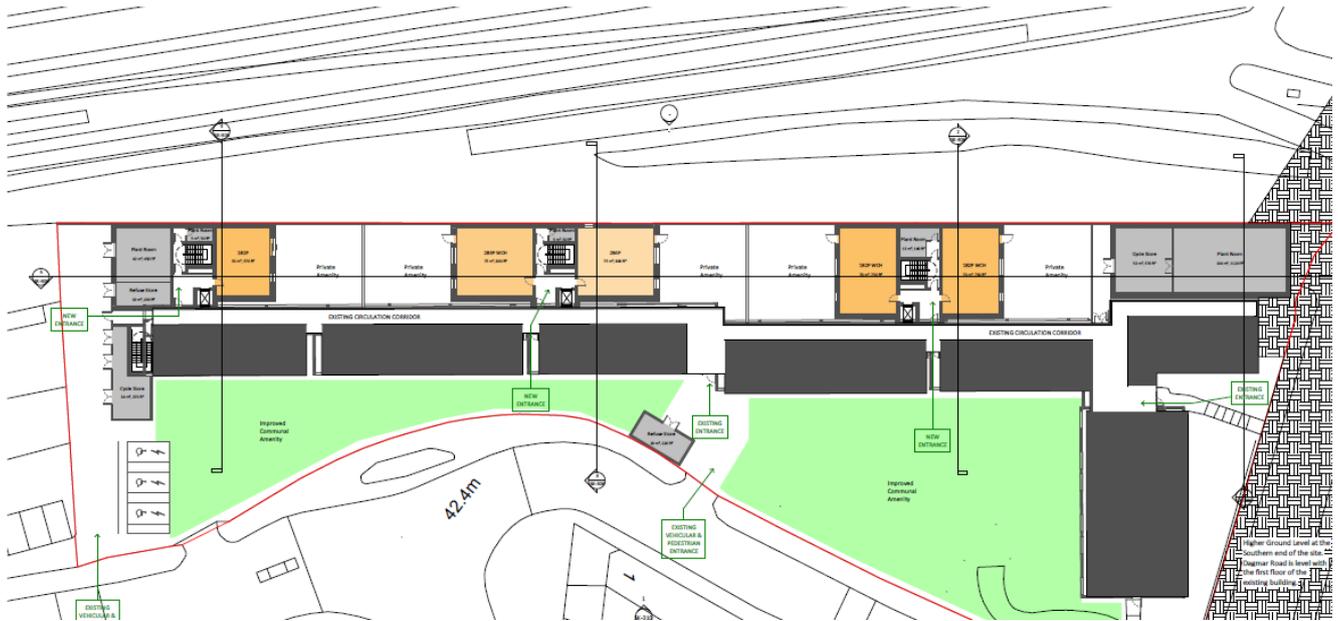


Steps down from Dagmar Road to the ground floor entrance.

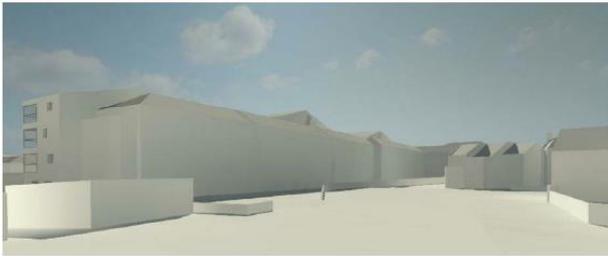
Existing building layout and site arrangement



Proposed ground floor plans



Indicative massing view



At five storeys the tips of the central blocks are just about visible, peaking over the ridge line of the existing Woodridings Court building.



View from North across the railway to where the scheme is most visible and a vast improvement over the existing parking decks.



Dagmar Road view looking north with the pavilion blocks in the background



View from South across the railway.

Existing & proposed elevation to Crescent Rise/Road



Existing Street Elevation



Proposed Street Elevation

Indicative landscaping strategy



KEY

- ① Shared surface vehicle access with 3nr blue badge parking spaces. Planting and climbers to northern boundary
- ② Proposed play area with natural character
- ③ Planted edge to Crescent Road / Rise to enhance privacy and outlook
- ④ New direct entrances direct to proposed building cores
- ⑤ Retained lawn under existing mature trees
- ⑥ Proposed food growing area
- ⑦ Retained lawn with natural play and embankment slide
- ⑧ Circular woodland walk
- ⑨ Generous threshold planting to building edge
- ⑩ Private garden featuring strong planted edge and semi mature trees
- Proposed cycle stores
- Proposed bin stores