

Document Author
Sponsor / Senior Responsible Officer (SRO)
Corporate Priority / Directorate
Date

Pippa Gueterbock / Peter Exton / Stéphane Pietrzak
David Joyce
Housing, Regeneration and Planning
September 2021

1. Introduction

1.1. As requested by the Housing & Regeneration Scrutiny Panel, below is a report providing an update on the proposed development on the St Ann's site with particular reference to the provision of Council homes and also to the provision of car parking on the site.



2. Update on the proposed development at the St Ann's Site

2.1. Catalyst has been selected as the Mayor of London's preferred development partner for a site adjacent to St Ann's Hospital. This site was purchased by the Mayor in 2018 as part of the Mayor's Land Fund. The redevelopment will deliver around 930 new homes, 60% of which will be affordable. It will also provide a new and enlarged Peace Garden, improved streets as well as new retail and affordable workspaces.

2.2. As part of the bid process, the Mayor of London's office gave all bidders a set of requirements that have to be delivered on the site. The bidders then submitted proposals to show how they would deliver these things in a viable way and with the greatest possible benefit to the local community. Catalyst's set out that their proposals have been influenced by community ambitions, and were further informed by conversations with representatives of local groups during the bid process. Before they started working with the community on the development proposals, Catalyst worked with the community to design a Community Engagement Strategy. This sets out the

aspects of the design that the community will get involved in; how, and how they will keep the public up to date on the project.

2.3. **Proposals so far:**

2.4. The key things Catalyst propose to deliver at St Ann's New Neighbourhood, in line with the minimum requirements of the Mayor of London's office:

- To deliver around 930 homes on the site.
- Of the 60% affordable homes, 50 will be available to be bought by a community organisation through a time-limited option, for community led housing. Of the rest 60% will be London Affordable Rent, 20% London Shared Ownership and 20% London Living Rent.
- To keep the Peace Garden as a publicly accessible part of the development and preserve key features including the Black Mulberry tree.
- To propose pedestrian and cycle access through the southwest corner of the site to connect with the nearby high street and Haringay Green Lanes station.
- To give the Council an option to purchase half of the London Affordable Rent homes.
- To ensure that London Affordable Rent homes on the site are let on lifetime tenancies.
- To give nomination rights over 22 London Living Rent homes to the Barnet Enfield and Haringey Mental Health Trust.
- To ensure that a certain portion of family-sized homes are adaptable for wheelchair users, to help address the shortage of this type of accommodation in Haringey.

3. **Provision of Council Homes**

3.1. The Council are currently in discussions to acquire 50% of the affordable rent homes.

3.2. The affordable rent provision also includes the c34 homes being provided for Commissioning as supported housing.

3.3. Currently the proposals would mean that the Council could acquire 147 homes, and the Council have a grant agreement with the GLA as part of the 2021-26 Affordable Homes Programme, which would make the package price viable in the Council's appraisal model.

3.4. There remains a concern about the high level of estate and service charges that Catalyst intend to level and where these will be charged to / accommodated in budget provision.

4. **Provision of Car Parking on Site**

4.1. An appropriate level of parking provision should be allowed for Council housing homes, in line with members' wish to ensure Council housing residents have access to car parking spaces. The applicant's team should consult with the Council and Homes for Haringey to determine what the likely demand of car parking would be, as there is no history of Council housing on the existing site (which would usually inform the right amount of parking provision).

4.2. Notwithstanding this, the car parking ratio for all other proposed homes on site should be as low as possible, in line with the London Plan (2021) maximum car parking standards and the site's future PTAL (mostly 2, with small pockets at 3 and the southwestern corner at 4).

4.3. For Outer London locations (PTAL ranging from 2 to 4), the maximum car parking ratio is 0.75 spaces per dwelling (1 or 2 beds) and 1 space per dwelling (3+ beds). The Council is awaiting further information from the applicant's transport consultant to further engage on this matter.

4.4. A Car Parking Management Plan would deal with the allocation of spaces, prioritising wheelchair users then residents of the family-sized units.

4.5. All proposed homes on site would be subject to a car-free agreement so no future residents would be able to apply for an on-street resident parking permit to park in none of the local Controlled Parking Zones (CPZs). The Council may look into the feasibility, design and consultation relating to the implementation or extension of a CPZ in the area surrounding the site.

5. Access in South West corner of the site

5.1. The PTAL for the site is predicated on the basis of the Council providing access in the South West corner, through HRA land which forms part of the Warwick Gardens block. The decision around this 'loss' for residents so that Legal can be instructed, s105 consultation process, ownership (GF or HRA), management (Council or Catalyst) and access for 4 car parking spaces for residents needs to be finalised so that Catalyst / Hill can submit planning application.