

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2021/0022

Ward: Tottenham Hale

Address: Ashley Road Depot, Ashley Road, London, N17 9LZ

Proposal: Demolition of buildings and redevelopment of the site to provide approx. 275 new dwellings (min. 50% for social rent) in buildings of between four and thirteen storeys, two commercial units, 41 car parking spaces, new pedestrian/cycle routes, landscaping and public realm improvements.

Applicant: London Borough of Haringey

Agent: Icen Projects Limited

Ownership: Council

Case Officer Contact: Christopher Smith

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. 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, would be presented to the Planning Sub-Committee in May 2022. The applicant has engaged in pre-application discussions with Council Planning Officers and the Greater London Authority over the last few months.

3. SITE AND SURROUNDINGS

- 3.1. The site is a Council depot approximately 1.5ha in size. It is surrounded by a brick wall and fencing fronting Park View Road and a concrete wall fronting onto Down Lane Park. The existing Council services are being relocated from this site to other locations including the newly completed Council depot on Watermead Way (close by to the north). This depot is expected to permanently close soon.
- 3.2. The existing site is characterised by utilitarian depot buildings with a boundary wall of brick on the northern and western sides and of concrete on the southern side. The boundary also includes high level fencing on parts of the northern side and metal palisade fencing on the western side. In the south-western corner is a two storey cottage-style building.

- 3.3. The site is located at the northern end of Ashley Road. Down Lane Park is located to the south of the site, and Harris Academy Tottenham is to the east of the site. On the northern and western sides the site is bordered by Park View Road, which is predominantly characterised by terraced residential properties.
- 3.4. The emerging Tottenham Hale District Centre is located nearby to the south of the site. Bruce Grove is a short walk to the west and Tottenham Marshes/Lee Valley Regional Park is a short walk to the east.
- 3.5. The site is located within Site Allocation TH7 (Ashley Road North) of the Tottenham Area Action Plan, which allocates this site for residential development. The site is also identified for residential development in the Tottenham Hale District Centre Framework.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for the demolition of the existing buildings and boundary walls and erection of a four to thirteen storey development of 275 dwellings and two commercial units. A minimum of 50% of the total residential units will be provided for affordable Council rent.
- 4.2. The scheme would include 41 car parking spaces, new pedestrian/cycle routes, associated landscaping and public realm improvements. All buildings on site and the boundary walls would be demolished.

5. PLANNING HISTORY

5.1. Depot Site

- 5.2. The site has no relevant planning history.

5.3. Adjacent School

- 5.4. HGY/2015/3096 Demolition of existing buildings on the Ashley Road Depot site in association with the change of use from sui generis to Class D1 (school) and construction of sports hall, sports pitches and floodlights. Construction of infill extensions at first and second floor levels of existing building (previously converted to D1 (school) use using permitted development), construction of a three storey extension to provide additional educational floor space and other minor works. Permission granted 01/04/2016
- 5.5. HGY/2019/0111. Variation of condition 2 (approved drawings) attached to planning permission HGY/2018/0745 (which approved variations to original permission HGY/2015/3096) to make minor alterations to the approved drawings list, in order to make minor amendments to omit the inclusion of the existing

public footpath to the east of the site at Harris Academy Tottenham. Permission granted 09/04/2019.

6. CONSULTATIONS

6.1. Public Consultation

6.2. The consultation period for a Development Management Forum on 8th December has been commenced.

6.3. The applicant has also undertaken their own public consultations. All comments received during these consultations will be summarised as part of the planning application and taken into account in the design of the final development design.

6.4. Quality Review Panel

6.5. An earlier version of the proposal was assessed by the Quality Review Panel (QRP) on 29th September 2021. The QRP's report is attached as **Appendix 1**.

6.6. In summary, the Panel strongly support the development's provisions in terms of housing size, tenure and typology mix and its overall sustainability objectives. Connectivity improvements through the site and to the Lee Valley Regional Park are also supported.

6.7. The provision of tall and taller buildings on the site is also supported by the Panel. Detailed design work is ongoing to ensure that these buildings are of a high-quality external appearance with good internal layout and that no material adverse impacts on the amenity of existing surrounding residents and occupiers would arise.

6.8. The submission of a full planning application is anticipated at the end of February 2022.

7. MATERIAL PLANNING CONSIDERATIONS

7.1. The Planning officer's initial views on the development proposals are outlined below.

7.2. Principle of Land Use

7.3. The proposed development would be acceptable in principle in land use terms as this site is identified for residential development by Site Allocation TH7 (Ashley Road North) of the Tottenham Area Action Plan. The development would make a substantial contribution to the Council's housing target which is 1,592 dwellings per annum.

- 7.4. Two small commercial units are also proposed and these are also acceptable in land use terms on the basis that they would support the emerging residential community on this site whilst creating employment opportunities.
- 7.5. *Principle of Tall Buildings*
- 7.6. London Plan Policy D6 states that Local Plans should identify what each borough considers to be a tall building, but this should be no less than 6 storeys in height. It also states that boroughs should identify specific locations where tall buildings would be suitable and should only allow tall buildings in these identified locations.
- 7.7. Policy DM6 of the Development Management DPD identifies areas that are suitable for tall buildings (which the Council defines as buildings of ten storeys or greater), which includes the nearby Tottenham Hale District Centre. This site is located outside of these designated areas.
- 7.8. The Council's emerging Local Plan, which is expected to be published in draft form in early 2022, will include policies which identify new areas suitable for tall buildings which may include this part of Tottenham Hale.
- 7.9. Furthermore, the Tottenham Hale area, which is a short distance to the south, includes a cluster of tall buildings some of which will be greater than twenty storeys in height. This site is just to the north of this new cluster, separated only by Down Lane Park.
- 7.10. This proposal presents an opportunity for the development to visually connect with the cluster of tall buildings on the other side of Down Lane Park through a pair of buildings of ten and thirteen storeys. These buildings would also mark the location of Ashley Road, which is a key route to and through the site from Tottenham Hale.
- 7.11. The remaining buildings on site would be much lower in height (four to seven storeys) with a gentle stepping up in height from the residential properties on the northern and eastern sides towards a trio of seven storey buildings that would frame the adjacent park.
- 7.12. As such, the provision of tall buildings on this site is supported in principle, subject to these being of a high-quality detailed design and further analysis of potential impacts on the amenity of existing surrounding residents.
- 7.13. *Scale, Massing and Detailed Design*
- 7.14. The proposed development would be mostly four to seven storeys in height, with two taller elements of ten and thirteen storeys. The taller parts of the scheme would address Ashley Road and Down Lane Park providing more attractive frontages and increasing natural surveillance to these public areas.

7.15. The building line to the north and west on Park View Road would be set back from the existing site frontage which enables the provision of a stepping up in height from the surrounding terraced properties to the proposed four and five storey buildings. The seven storey building on the south-eastern corner would mark both a renewed entrance to the park and a new public square.

7.16. The buildings would be of a high-quality contemporary design of an appropriate height and scale. They finished with a robust suite of materials that would not appear out of keeping with the character and appearance of the surrounding area.

7.17. *Affordable Housing and Housing Mix*

7.18. A minimum of 50% affordable housing for Council rent is proposed. 33% of the total number of proposed dwellings would be family-sized and all of these would be provided within the Council rent tenure.

7.19. 25 of the Council rent dwellings would be larger family homes with four bedrooms (9% of the total).

7.20. The market dwellings would all be one and two bedroom units

7.21. The proposed housing and tenure mix is described in the table below:

ASHLEY ROAD DEPOT SUMMARY						
		1B	2B	3B	4B	Total Homes
SOCIAL	Homes	14	33	66	25	138
	Percent	10%	24%	48%	18%	50.2%
PRIVATE	Homes	51	86	/	/	137
	Percent	37%	63%	/	/	49.8%
TOTAL	Homes	65	119	66	25	275
	Percent	24%	43%	24%	9%	

7.22. *Layout and Public Realm*

- 7.23. The residential properties would be of a very high quality with all relevant internal space requirements to be met. The development layout enables close to all properties to have dual or triple aspect and most to have views of green space or tree planting. The properties would be designed to avoid noise or light impact from the adjacent school. Two commercial properties would serve the amenity requirements of residents.
- 7.24. Site Allocation TH7 requires improved connectivity through the site, which is provided in the form an extension to Ashley Road for pedestrians and cycles only.
- 7.25. The development would create large areas of new public realm around and through the site including new tree planting, soft landscaping and publicly accessible routes through the site. The proposed buildings would be accessed directly from these new routes and public realm areas and would have direct access to the park. Each dwelling will have private amenity space in accordance with London Plan standards. The properties would also benefit from shared courtyard gardens, roof amenity areas and direct access to the adjacent park. Play space would also be provided on site.
- 7.26. *Amenity of Nearby Residents*
- 7.27. The development would be located so as not to give rise to overlooking any existing residential gardens or rear windows. The buildings would be set back from the existing depot street frontage to prevent material loss of light to existing houses. The proposal will need to be supported by detailed analysis of the impacts on daylight and sunlight privacy and sense of closure.
- 7.28. *Transportation and Parking*
- 7.29. The site has excellent public transport connections (Max. PTAL of 5). It is within a ten-minute walk of both Tottenham Hale and Bruce Grove stations. Policy DM32 supports car free development in areas with this level of public transport connectivity.
- 7.30. 41 car parking spaces are proposed (including eight wheelchair-accessible spaces) which is significantly above the level required by policy. This additional parking above the policy threshold would provide the spaces necessary to meet the anticipated parking demand from future residents of the development. Parking in local residential streets will be prevented through a restriction of access to parking permits.

PLANS AND IMAGES

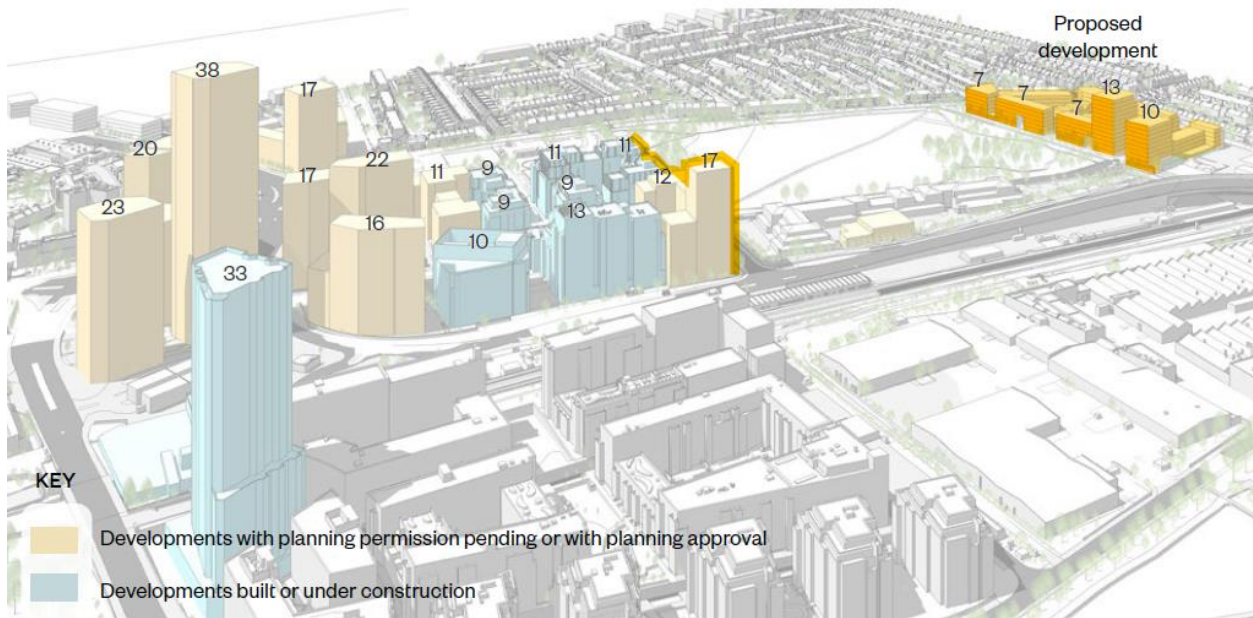
Existing Site Plan



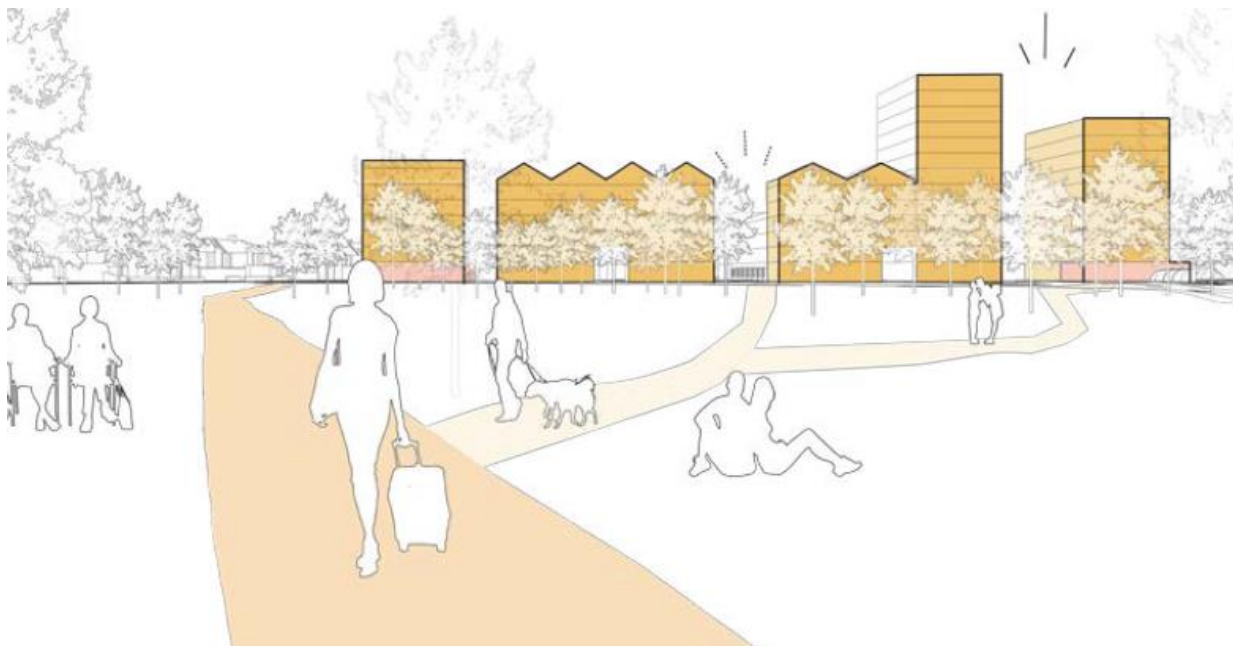
Ground Floor Layout Plan



Local Arrangement of Building Heights



View from Within Down Lane Park



Aerial View of Proposed Development



APPENDIX 1

CONFIDENTIAL



Haringey Quality Review Panel

Report of Formal Review Meeting: Ashley Road Depot

Wednesday 29 September 2021
Zoom video conference

Panel

Hari Phillips (chair)
Mitch Cook
Irène Djao-Rakitine
Louise Goodison
Dieter Kleiner

Attendees

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Chris Smith	London Borough of Haringey
Sarah Carmona	Frame Projects
Reema Kaur	Frame Projects

Apologies / report copied to

Deborah Denner	Frame Projects
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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.

1. Project name and site address

Ashley Road Depot, London, N17 9AZ

2. Presenting team

Mark Stallard	London Borough of Haringey
Bruno Bridge	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Jo McCafferty	Levitt Bernstein
Vinita Dhume	Levitt Bernstein
Li Duanjuan	Levitt Bernstein
Andrew McKay	Levitt Bernstein
Chris Lomas	Levitt Bernstein
Jamie Sullivan	Iceni Projects
Sophie Heritage	Iceni Projects
Thomas Lefevre	Etude

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

Ashley Road Depot is a broadly rectangular site of approximately two hectares located at the northern end of Ashley Road, to the north of Tottenham Hale. It is currently a council waste collections depot. The site is bounded by the Park View Road to the north and west, Down Lane Park to the south and a secondary school to the east. The site is currently surrounded by a brick wall. The Depot forms part of Ashley Road North Site Allocation (TH7) in the Tottenham Area Action Plan, which identifies the site for new residential development that complements Down Lane Park. The site allocation also requires the extension of Ashley Road to connect to Park View Road (without providing a through route for vehicles). The site is located within the Lee Valley Opportunity Area, the Tottenham Hale Housing Zone and a designated Growth Area. A small corner of the site is currently a safeguarded waste use. The adjacent park is a Site of Importance for Nature Conservation. The maximum public transport accessibility level rating of the site is 5. The area surrounding the site is characterised predominantly by two storey residential properties, a park and two nearby schools (one in a former low-rise office building). There are no conservation areas or listed buildings close to the site – the nearest locally listed building is located 350 metres to the south.

The proposed development would provide approximately 275 dwellings within three main blocks, with heights ranging from four to thirteen storeys in height. Two new north-south routes would be provided between the blocks – the route to the east would extend Ashley Road and enable vehicle access to the development from the north and south (but no through road), and the other route in the centre of the site would be for pedestrians and cycles only. A commercial unit would be provided on the south-west corner of the development. 50 percent of the homes would be social rented accommodation, with two thirds of those units including at least three-bedrooms. 41 car parking spaces are proposed, enabling wheelchair accessible parking to be provided along with additional parking to support the family-sized social housing. Officers seek the panel's views on scale, massing and building heights, residential layout, the relationship with the park, the re-provision of the existing waste capacity, car parking, sustainability and landscape design.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for the Ashley Road Depot as they continue to evolve. It congratulates the Haringey team on their aspirations for the site in terms of tenure mix, housing size, typology mix and sustainability. If these aspirations can be achieved, it will be an exemplar development. The panel also congratulates the project team on their comprehensive presentation, analysis and work done to date, and thinks that the proposals have the potential to set a benchmark for Haringey developments in the future.

The site – while challenging – presents a fantastic opportunity to improve local access to Down Lane Park, and to create a stronger link to the wider Lea Valley to the east. In the context of the challenges that the development must address, the panel supports many of the strategic decisions that have been made to date, including the broad layout, the network of routes and connections beyond the site, the hierarchy of streets and spaces and the configuration of the housing. While some promising work has been undertaken on the design of the edges of the park, some further thought is needed.

The panel broadly supports the increase of building heights on site beyond the existing six storey limit; however, taller buildings will need to be of a very high quality and will need to be justified through comprehensive massing and overshadowing analysis. The landscape design is promising, but the panel would encourage further consideration of issues such as surface water attenuation, biodiversity, and wayfinding. Options to retain heritage links within the site should be explored, and there is scope for further refinement of the scheme's architectural expression. The panel would also welcome a further opportunity to consider the elevational treatments across the whole site at a greater level of detail at the next review.

The panel welcomes the adoption of Passivhaus and LETI targets and would like to know more about the strategic and detailed approach to sustainable design. Further details on the panel's views are set out below.

Panel's post-review note on massing

The panel considers that the height and scale of the proposals is potentially acceptable, subject to further evaluation and discussion of the anticipated overshadowing and daylight impacts, in addition to a detailed exploration of the distribution of mass within the site and the relationship between taller elements. While it understands that there is an established limit of six storeys for development within the site, it considers that it would be acceptable in principle for development of greater than six storeys on site, subject to the quality of the proposals.

Building heights

- At a detailed level, it would like to see further scrutiny of the height, massing and roofline of the courtyard blocks to minimise overshadowing and allow good sunlight penetration into the courtyard spaces.
- The panel considers that the seven storey blocks at the south of the site provide a strong frontage to Down Lane Park.
- It is not yet convinced by the massing of the southeast section of the site and would like to see further exploration of the visual relationship between the taller buildings, the micro-climate and overshadowing implications.

Place-making, public realm and landscape design

- The landscape proposals are ambitious and have the potential to be of a high quality. There is a lot of detail in the design of the streets and spaces, but the panel notes that there needs to be a focused approach to the landscape strategy, with an emphasis on robustness, in terms of both planting and hardscape.
- The panel highlights that the management strategy, maintenance arrangements and ongoing budget should be established to ensure the long term success of the public realm proposals.
- Understanding who will live in or visit the development could help to inform a more 'people-focused' landscape strategy. This should include wayfinding and should identify opportunities to support active lifestyles and positive health outcomes.
- The proposals will create much-improved access to Down Lane Park for local residents to the north and northwest of the site.
- The panel welcomes the proposal for a low traffic neighbourhood and would encourage the project team to ensure that this is reinforced within the design

of the streets and spaces at a detailed level, in collaboration with highways officers.

- The design of the edges of the site and their relationship to the wider context is generally successful. However, the eastern edge would benefit from further greening / planting, at ground or roof level, to improve the relationship with the Harris Academy.
- The improvements to Park View Road are welcomed, including the creation of a park way, retaining the existing mature plane trees. The panel notes that adequate allowance needs to be made for the substantial root balls within the building layout along the northern boundary of the site.
- The panel would like more information on the biodiversity strategy for the site, and it encourages the project team to use native species within the planting proposals.
- The site is located within the flood plain of the Lea Valley, so serious flood risks should not be overlooked. The panel suggests that small swales will not be adequate to attenuate surface water run-off within the site, and the inner courtyards may need to be used as attenuation ponds to compensate for the built surface area of the development. The scheme should be able to attenuate all of the site's surface water run off within the boundary of the site itself.
- The narrative of the topography and landscape could be used to reinforce the development's location within the Lea Valley, along with improving access to the valley and the marshes.
- The depot wall forms part of the local heritage of the site and options for retaining parts of the wall could be explored, provided this does not become a visual or physical barrier at the edge of the site. For example, the route of the wall could be reflected in the design of the hard landscaping and its bricks could be reused within the landscape.

Scheme layout and access

- The creation of the north-south route and the extension of Ashley Road are very positive aspects of the scheme's layout.
- As the design work progresses, particular attention should be given to the interface between the site and the park and to the thresholds between spaces within the scheme.
- The configuration of the housing is generally successful, and the panel is pleased that the scheme does not rely on podium gardens for open space. It

would like to see the scheme become an exemplar within the borough, building on the good progress that has been made already.

- The residential lane is potentially very attractive, but this may be compromised by the bin storage, cycle storage and plant that occupies much of the frontage. Relocating the plant – for example on the roof or in a free-standing pavilion within the courtyard – would allow for greater generosity in the plan at ground floor level.
- Options should be explored to retain the Victorian lodge at the southwest corner of the site. If this could be achieved without the loss of a significant number of homes, it might give depth and character to the scheme and mark the north-western entrance to the park.

Architectural expression

- The panel is encouraged by the initial architectural response of the proposals. As design work continues, it would like to see further refinements to the architectural expression, especially in terms of the visual language of the blocks fronting onto Down Lane Park. This would benefit from greater coherence and calmness, and an approach that is less referential to adjacent residential languages.
- Large areas of full-height glazing within the building facades will make the accommodation vulnerable to overheating, and the panel would encourage further work to mitigate this.
- The panel questions the distribution of tenures within the scheme, with market housing in the 'marker' buildings and social rent in the deck access buildings and questions whether this aligns with aspirations for a 'tenure blind' development.
- The panel highlights that the quality of materials and construction details of the balconies will be very important, not least in achieving a good balance between openness and screening / privacy in their enclosures.

Community consultation

- The panel would like to see further thought given to ways in which regeneration can drive other positive impacts for the local community, through involving local residents and helping to grow new community networks, even before the new buildings are occupied.
- The panel feels that the proposals can offer much-improved direct access into the park, which can go some way towards mitigating other impacts of development.

Inclusive and sustainable design

- The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later; proposals should demonstrate how they comply with these targets.
- Consideration of embodied energy within the existing structures and elements will be a good starting point; exploration of possible reuse of existing building materials would be welcomed.
- Consideration of the operational energy requirements should start with a 'fabric first' approach – optimising the performance and design of the building envelope, components, and materials to achieve sustainable and energy-efficient design. Utilising renewable energy sources, natural light, cross ventilation, and nature will also form part of this work. Careful consideration of how to integrate blue and green roofs and grey water reuse would also be welcomed.
- The panel understands that the development anticipates connection in the future into a district heat network; it notes that the interim solution may need to be in operation for some time, and it would encourage the project team to explore an all-electric system in the meanwhile.

Next steps

- The panel would welcome a further opportunity to review the proposals. They highlight some action points for consideration by the design team, in consultation with Haringey officers.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability if required.