

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2021/0193

Ward: Noel Park/Bounds Green

Address: 141-147 Station Road, London, N22 7ST

Proposal: Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.

Applicant: London Borough of Haringey

Ownership: Council

Case Officer Contact: Conor Guilfoyle

2. BACKGROUND

- 2.1. The proposed development is being reported to the 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 a planning application, once received, would be presented to the Planning Sub-Committee in July 2022. The applicant has engaged in pre-application discussions with Council Planning Officers in recent weeks. These remain ongoing.

3. SITE AND SURROUNDINGS

- 3.1. The site is a parcel of land containing buildings, hardstanding, and car parking. It lies between Station Road to the east and the railway line to the west. The car park is accessed off the entrance road to Heartlands High School to the south. Alexandra Palace train station lies to the north. Part of the site is in a dilapidated condition.



Fig 1: Existing site

- 3.2. The site is safeguarded for Crossrail 2 which prevents any permanent development. The site is identified as a local employment area (regeneration area) and a growth area in the Haringey Local Plan.
- 3.3. The site does not lie in a conservation area and none of the buildings within or adjoining are statutorily or locally listed. However, Alexandra Palace Station and the park on the opposite side of Station Road (Avenue Gardens) fall within the Wood Green Common Conservation Area.
- 3.4. Avenue Gardens is also designated as open land and a Site of Importance for Nature Conservation (SINC). A 'green chain' as defined by local planning Policy SP13: 'Open Space and Biodiversity' runs through the site from the railway, across Station Road and through Avenue Gardens.

4. BACKGROUND

- 4.1. This accommodation follows the grant of planning permission for the erection of 32 similar modular homes and a support office at Ermine Road, N15, in 2021, which was approved by committee on 8th March 2021. This proposal is a similar concept, with 28 one-bedroom units over three-storeys.

5. PROPOSED DEVELOPMENT

- 5.1. The proposal is for the demolition of the existing buildings on the site and the erection of buildings containing 28 one-bedroom modular homes, an office, and the re-provision of the existing café. The works include associated hard and soft landscaping, including a significant reduction in hardstanding and parking areas and an increase in planting and trees.
- 5.2. The design has been amended from the initial pre-application meeting with Officers. The main changes are that the front doors and walkways would be along the Station Road side of the building instead of the rear (to provide on-street presence and surveillance) and a significant reduction in the amount of land given over to car parking, with an associated increase in soft landscaping.
- 5.3. The design (layout, scale, etc.) and pre-application engagement is still at an early stage and subject to ongoing revisions and considered improvements.
- 5.4. The homes and associated office would function as 'move-on' accommodation and support for 28 residents who have experienced homelessness. All units would meet national space standards. Four units would be wheelchair adaptable, so slightly larger than the rest.
- 5.5. The service would be directly delivered by Haringey Council's Housing-Related Support Service. Support staff would be on-site Monday – Friday during the daytime and early evening. There would be a dedicated on-site manager three days per week and virtually for the remainder. A low-to-medium level of support (3-5 hours per week) would be offered, to enable residents to achieve their goals, preparing them to move into their own tenancy within two years.



Fig 2: Ground floor and site layout

6. RELEVANT PLANNING HISTORY

6.1. None

7. CONSULTATIONS

7.1. Public Consultation

7.2. The preliminary proposals have been subject to community engagement exercise between 9th August 2021 - September 20th 202. A Community Engagement pack was sent to 750 households in the surrounding area.

7.3. Three on-line community engagement meetings and two with Heartlands School were held as part of this exercise. A significant number of responses have been received and these are currently being considered carefully by the project team to ensure they are taken into account and addressed as part of the ongoing design process. A further engagement event in the form of a resident forum is anticipated to take place before the end of March 2022.

7.4. The planning application submission is expected to take place in April 2022.

7.5. **Quality Review Panel**

7.6. The proposal is expected to be presented to the Quality Review Panel (QRP) in mid-March 2022.

8. **MATERIAL PLANNING CONSIDERATIONS**

8.1. The Planning team's initial views on the development proposals are outlined below.

8.2. *Principle of Land Uses*

8.3. The proposed development would be acceptable in land use terms as it would replace an underutilised partially-dilapidated site which is safeguarded for Crossrail 2 which prevents any permanent development.

8.4. The proposal would significantly enhance landscaping and ecological habitat on-site and whilst there would be some impact on nearby heritage assets (the adjacent park and its setting in the Wood Green Common Conservation Area), having regard to the scale, set-back and temporary nature of the buildings, it is not considered that the proposal development would cause harm in this regard.

Housing Need

8.5. Addressing homelessness is a priority for Haringey, indicated in the 2019-2023 Borough Plan. The Council is seeking to increase the amount of move-on supported accommodation within the borough, to help people transition from homelessness into independence. Since March 2020, Haringey has moved more than 350 people on from emergency accommodation/ hotels into settled accommodation.

8.6. Local planning policy DM15 – Specialist Housing supports proposals for new special needs housing where it can be demonstrated that there is an established local need and the standard of housing and facilities are suitable for the intended occupiers, having regard to amenity space and parking; levels of supervision, management and care; access to public transport and facilities; and impact on the local area and services.

8.7. Additional move-on accommodation is required to support those remaining in hotels, new approaches to the Council and people within existing high-support services in their journey toward independence. The Council is looking to identify and progress a range of sites throughout the borough to develop into provision to address homelessness.

- 8.8. Like the Ermine Road scheme completed in 2021, this proposal is for modular homes which can be built, fitted-out, and occupied significantly faster than convention construction. The modular build also result is less disruption than conventional builds.
- 8.9. Given the need for such accommodation, the partially dilapidated and under-utilised nature of the site, and its location in a well-connected area precluded from long-term development due to the Crossrail 2 safeguarding, the proposed temporary accommodation is considered appropriate and compliant in principle with local planning policy. If Crossrail 2 works are required, the modular nature of the works allow for the units to be moved and re-used later.

Scale, Massing, Detailed Design, and Conservation Area impacts

- 8.10. The proposed buildings would be modular in construction and present a simple but high-quality elevational finish. Most of the buildings would be three-storeys high, which is considered appropriate given their set-back from the street frontage and the scale of nearby buildings.
- 8.11. The modular nature of the buildings limits the options available in relation to external treatment and material finishes. Currently, a stainless-steel roof and horizontal weatherboard style rainscreen cladding is proposed. Whilst a range of coloured finishes are available, the final materials and their colours are under consideration pending further detailed design work and engagement as part of the pre-application process. Given the temporary nature of the proposals, and the options to customise the cladding finish, Officers are confident the siting, scale and design of the units would not cause harm to the character and appearance of the site and surrounding area including the adjacent conservation area.



Fig 3: Elevations

8.12. Further development of the design is expected as discussions are ongoing.

Affordable Housing and Housing Mix

8.13. The nature of the development means all the proposed dwellings would be affordable Council-managed homes. Four of the 28 units would be wheelchair-accessible and comply with part M4(3) of the building regulations in this respect.

Layout, Open Space and Public Realm

8.14. The dwellings would meet the Nationally Described Space Standards and the London Plan minimum space standards for one person occupancy flats. There would be communal amenity space at ground floor. All dwellings would be dual aspect and would not be overlooked.

8.15. The layout and access of the units ensures passive surveillance of the front and rear of the site, as well as Station Road. The provision of the decked access on the Station Road side of the building allows for surveillance of both the new homes and public street. The development would retain as much of the existing tree planting and green landscaped areas as possible.

Amenity of Nearby Residents and Uses

8.16. The proposed development is carefully designed having regard to neighbouring amenity. The new homes are not sited close to existing residential properties and are orientated to face onto Station Road or the railway. The site lends itself well

to new temporary accommodation without adversely affecting neighbouring amenity.

- 8.17. The development is not expected to cause any significant noise, light spill air quality issues or loss of privacy for existing residents and land-uses in the surrounding area, including Heartlands High School and users of Avenue Gardens Park on the other side of Station Road.

Transportation and Parking

- 8.18. Car parking is limited to a level necessary to service the development. The extent of parking has been reduced from that initially presented to Officers, to improve the landscaping offer on-site and in recognition of the low demand for on-site parking given the accessible nature of the site. There is sufficient car parking available in local streets to accommodate the loss of this Council-owned car park, which is currently used by the local school on a temporary and terminable licence. Engagement has been undertaken with the School on three separate occasions and they are fully aware that the car parking they have the use of will be lost by this proposed development.
- 8.19. The site has excellent public transport connections (PTAL of 6a). It is close to Alexandra Palace overground station and bus routes and within a short walk of facilities and services in Wood Green town centre.
- 8.20. This restricted approach to car parking is supported in this location. For this use, car-parking demand would not be high, with a limited amount required for staff and servicing, which is provided. Secure cycle parking spaces will be provided across the site with the numbers in accordance with the requirements of planning policy and the advice of the Council's Transportation Officers.

Sustainability

- 8.21. The proposed homes are temporary in nature. Their modular nature means they can be completely re-used elsewhere. A zero-carbon approach is targeted and the whole design minimises energy use and carbon emissions through its off-site construction, use air source heat pumps and photovoltaic panels. As noted, cycle parking will be provided, and public transport accessibility is excellent. Appropriate provision will be made for refuse/recycling facilities.

PLANS AND IMAGES

Existing Site



Indicative Site Layout and Ground Floor Plans



Indicative Elevations



Above: Aerial view from South-east

Above: Aerial view from North-west

Above: Aerial view from North-east

Above: Aerial view from North-east

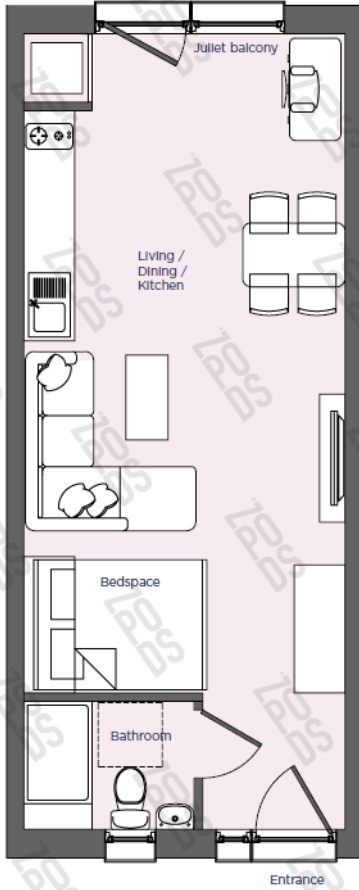
© ZED PODS Ltd. All rights reserved.



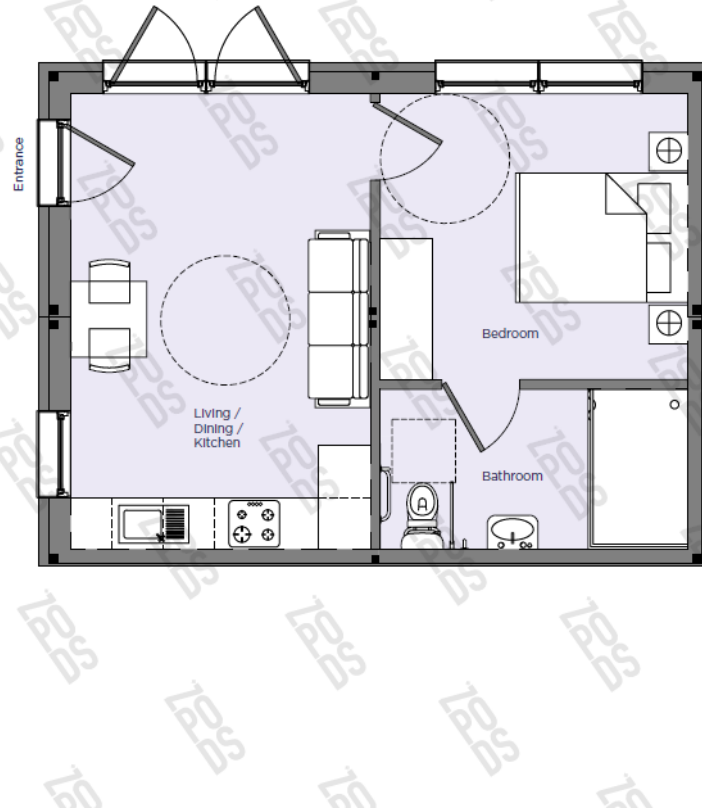
Above: Site elevation AA'

Indicative Floorplans

Housetype	GIFA/Unit (m ²)
1 Bed 1 Person Apartment	37.8



Housetype	GIFA/Unit (m ²)
1 Bed 1 Person (Part M4(3) Compliant)	37.8



Example of a similar scheme

