

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2024/0002

Ward: Noel Park

Address: 157-159 Hornsey Park Road, N8 0JX

Proposal: Redevelopment of the site to provide 32 residential units and commercial floorspace with associated disabled parking, landscaping and access

Applicant: Trinity International Properties Ltd

Agent: Maddox Planning

Ownership: Private

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 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 a Planning Sub-Committee in April/May 2024. The applicant is currently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site is a backland site located to the north western side of Hornsey Park Road, with its entrance between two end-of-terrace houses. The site backs onto the rear gardens of the terraces houses fronting Hornsey Park Road. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings which are one to two storeys in height, of no architectural merit.

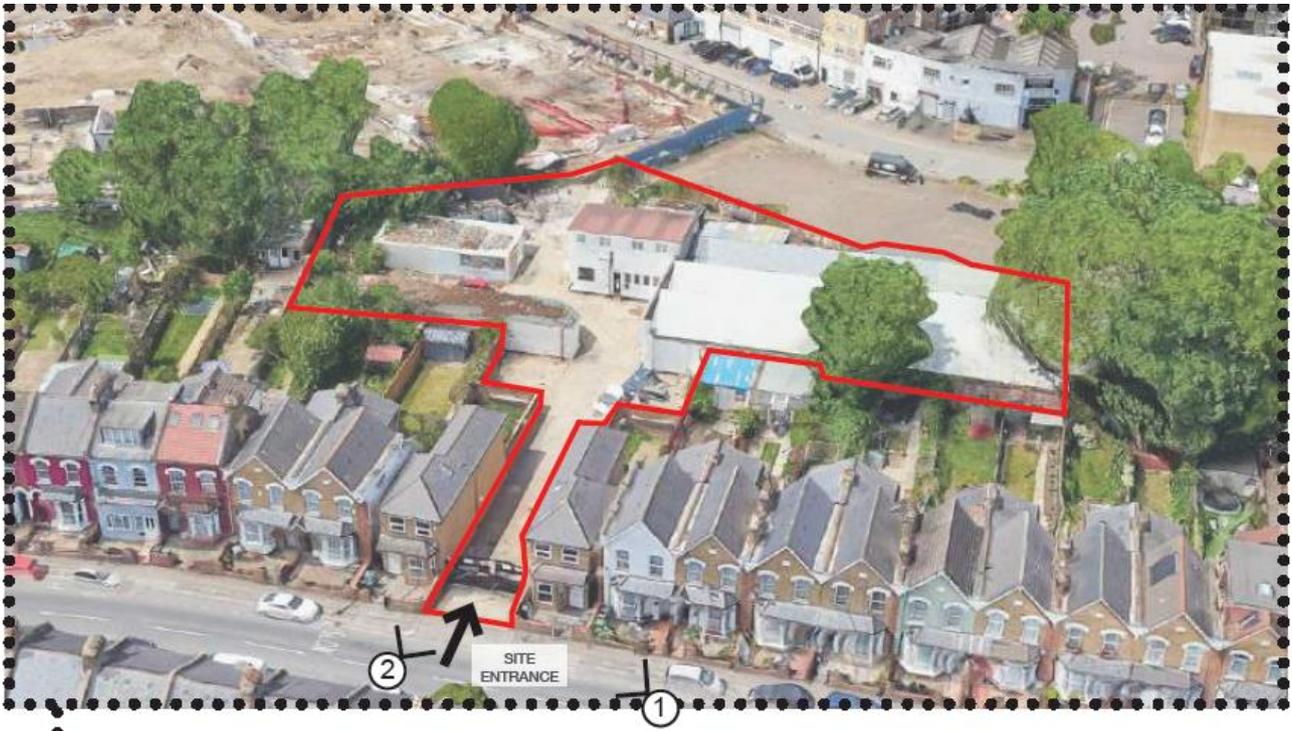


Fig 1: site location in context

3.2 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green and Haringey Heartlands Growth Area as identified in the Council's Local Plan 2017. The site also forms part of a designated site allocation in the Council's Site Allocation DPD – SA21 known as 'Clarendon Square Gateway' which seeks the redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a development plan document itself and is instead being subsumed into the emerging New Local Plan. The site is also located within the designated Wood Green Metropolitan Centre, Local Employment Area; Wood Green Regeneration Area and Blue Ribbon Network. The site is not within, adjacent or near a Conservation Area and there are no locally or statutorily listed buildings occupying the site.

3.3 The site has a public transport accessibility level (PTAL) of 4, considered to have 'good' access to public transport services. There are 4 bus services within 7 to 8 minutes' walk of the site, Wood Green Underground Station is an 11 minute walk away, and Hornsey National Rail station a 12 minute walk away.

4. PROPOSED DEVELOPMENT

4.1. The proposal consists of:

- The demolition of the existing light industrial buildings;
- Erection of the following:
 - o Block A – 6 storeys consisting of 21 residential units which include three wheelchair accessible units on the ground floor.
 - o Block B – 5, 4 and 1 storey consisting of 193 square metres of commercial floorspace and 11 residential units
- A housing mix of: 3 x studio, 7 x 1 bed, 18 x 2 bed 4 x 3 bed
- A new pedestrian route.

- Three disabled parking bays
- Cycle parking and refuse storage
- Landscaping provision including child playspace

5. PLANNING HISTORY

- 5.1 OLD/1988/1352- Erection of 2, 3 bedroom detached houses with parking spaces for 4 vehicles (157-159). – Withdrawn
- 5.2 HGY/1997/0714- Demolition of existing buildings and erection of 2 detached houses to frontage with private access road to Mews Court at rear comprising 14 live/work units – Withdrawn
- 5.3 HGY/1997/1667- Demolition of existing B1 industrial buildings and the erection of 9 Class B1 units and 2 X 3 bed detached houses – Granted
- 5.4 HGY/2000/0515- Erection of three storey block containing three 2 bedroom and eight 1 bedroom self contained flats (social housing) to frontage of site with associated car parking and retention of (B1) light industrial units to the rear of the site – Withdrawn
- 5.5 OLD/2001/0046- Erection of three storey block containing three 2 bedroom and eight 1 bedroom self-contained flats (social housing) to frontage of site with associated car parking and retention of B1 light industrial units to the rear of the site – Withdrawn
- 5.6 HGY/2018/1297- Retrospective application for conversion of the first floor of an office into a two-bedroom flat - Refused
- 5.7 HGY/2020/0359- Retrospective live-work unit within existing light-industrial site – withdrawn

6. CONSULTATION

6.1. Public Consultation

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken although a Development Management Forum was held on 29 November 2023 as set out below. The applicant has undertaken their own pre-application engagement with the local community. They sent out letters to local residents in November and hosted a website allowing people to view the proposals and provide comments.

6.3. Quality Review Panel

- 6.4. The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions. Following the second Quality Review Panel meeting on 1st November 2023, the Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows;

The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the project team for its work to resolve the issues

arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.

The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semi-private, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.

The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Hornsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.

- 6.4 Following the Quality Review Panel meeting, Officers have met with the applicant to discuss revisions and to concentrate on the detailed design of the development.
- 6.5 The panel has expressed that they are confident that the issues outlined in their response can be resolved in consultation with planning officers and does not need to return for another design review.

(The QRP's full written response is included under Appendix II)

6.6 Development Management Forum

The pre-application proposal was presented at a Development Management Forum on 29th November 2023 where they applicant presented their proposal to the community and responded to questions and feedback. The comments were as follows:

- De-culverting the Moselle River should be investigated
- Daylight/sunlight/overshadowing concerns
- Loss of privacy/overlooking
- Close proximity of the development to neighbouring properties
- Concerns with the location of the refuse store
- Refuse store will attract vermin
- Oppressive
- Overbearing
- Excessive height and scale
- Noise and disturbance from construction work in addition to ongoing works at Clarendon Square
- Parking congestion
- Light pollution
- Sense of enclosure
- Environmental concerns
- Impact on quality of life

- Engagement with the elderly is important
- Council's failure to plan for Wood Green
- Concerns with construction vehicle access on Hornsey Park Road

7. MATERIAL PLANNING CONSIDERATIONS

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

Principle of Development

7.2. The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.

7.3. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.

7.4. Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).

7.5. The site is designated as Site Allocation SA21: 'Clarendon Square Gateway' in the Council's Site Allocation Development Plan Document (DPD) which seeks the redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link. SA21 also covers the adjacent Iceland supermarket and land to the rear and Bittern Place. This site is located to the south eastern corner of the Site Allocation.

7.6. The requirements for the site, as set out under SA21 are listed below;

- Development proposals will be required to be accompanied by a site wide masterplan
- No buildings need to be retained.
- A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The maximum quantum of employment floorspace feasible should be provided on this site subject to viability which must be assessed looking at the mix of uses and the scheme as a whole
- The frontages to the new east-west route should be active non-residential uses facing onto the street.

- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.

7.7. While some of the site allocation requirements above do not relate specifically to this site, the site would need to tie into wider plans for this site allocation.

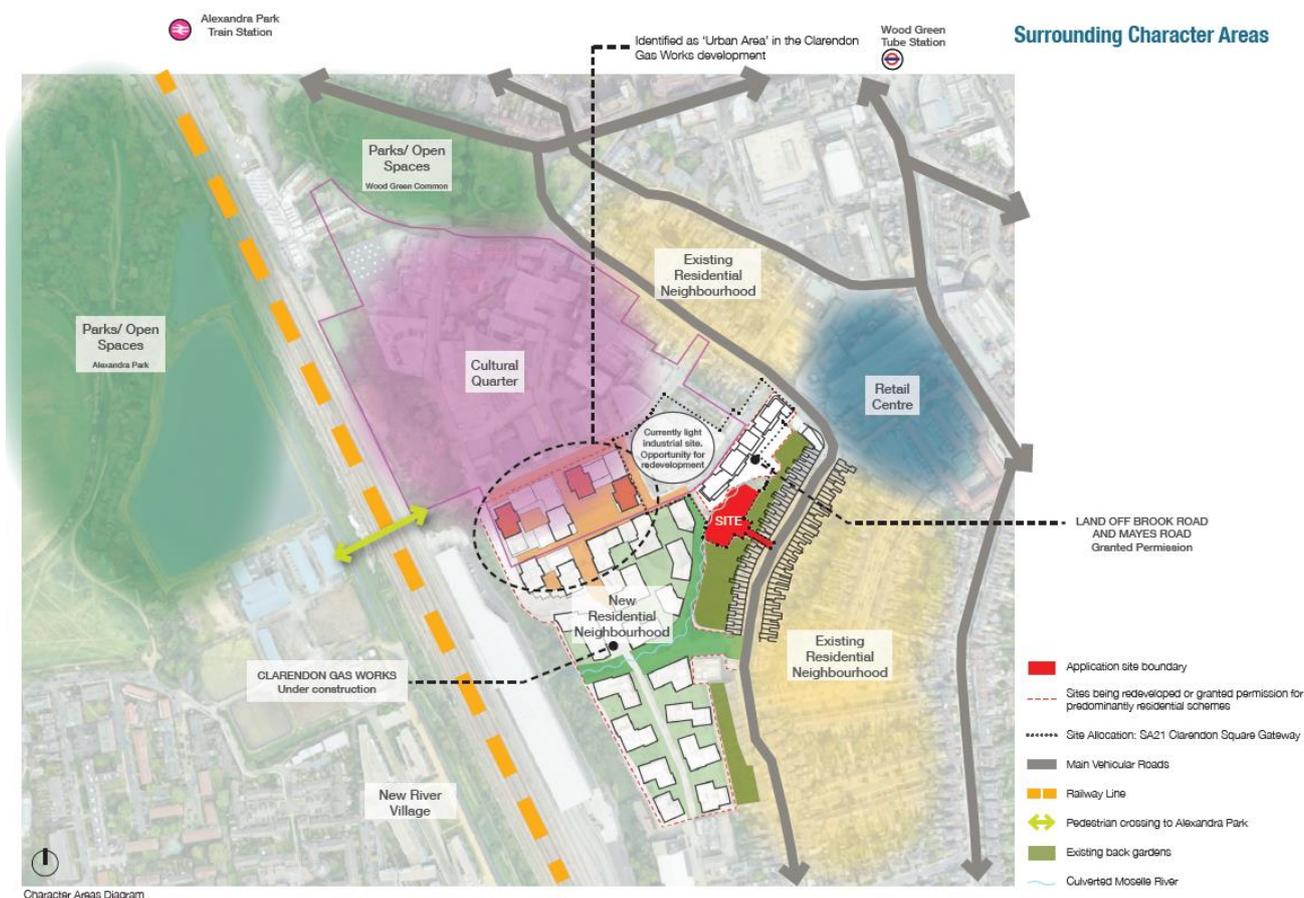


Fig 2: Site within the context of surrounding developments and the site allocation

- 7.8. It should be noted that the Iceland site which falls within the same site allocation (SA21 'Clarendon Square Gateway) and is under separate ownership, received planning permission (HGY/2017/2886) for a major mixed-use development up to 9 storeys. Across Brook Road, to the north is a low rise industrial estate known as "Bittern Place" also within the same site allocation (SA21 'Clarendon Square Gateway) which is under separate ownership.
- 7.9. The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 of the Development Management DPD (DM DPD) applies. Policy DM38 of the DM DPD states;

The Council will support proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and
 - iii. Environmental quality of the site.
- c. Make provision for an element of affordable workspace where viable;
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;
- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and
- f. Be designed to enable connection to ultra-fast broadband.

7.10. The proposal, would redevelop only a portion of the site (within SA21) with a scheme providing a mixed use scheme consisting of residential and employment floorspace. Discussions are ongoing to ensure the optimum commercial floorspace is provided to comply with DM 38. Recent discussions between the Council's Carbon Management Team and the applicant have resulted in the employment floor space being reduced to 96.7sqm to accommodate the required plant space and to facilitate a future connection to the Decentralised Energy Network (DEN) on the ground floor of block B which is one of the site allocation development guidelines.

7.11. The Site Allocations DPD identifies a minimum development capacity of 6,734 square metres of employment floor space across the site allocation as a whole. The proposal in conjunction with the Iceland development would equate to 1,177.7 square metres of employment floor space across the site allocation. The applicant has presented an indicative masterplan illustrating how the rest of the site allocation could be developed to collectively to deliver 6,734 square metres of employment space across the whole of the site. Whilst the proposal would not deliver the full capacity identified it would deliver a proportionate employment floorspace within the site allocation and Bittern Place within this same site allocation is yet to come forward for development and has potential to deliver the employment capacity as set out in SA21.

7.12. The Applicant has provided a through route which is a site allocation requirement which creates a new link between Wood Green and Clarendon Square.

- 7.13. As part of the site allocation requirement, the proposal has been developed following discussions with the Environment Agency to safeguard the Moselle which runs under the site. Further discussions are to take place with the Council's Flood and Water Management Lead to discuss de-culverting the Moselle.
- 7.14. Policy DM10 of the Development Management Development Plan Document (DM DPD) states that the Council will support proposals for new housing as part of mixed-use developments.
- 7.15. The residential units forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock and would adhere to the aspirations of Site Allocation SA21 which specifically states that employment led mixed-use developments with residential use would be acceptable
- 7.16. Accordingly, given the above policy context, the principle of a mixed-use scheme is supported on this part of the site, which will potentially provide a greater job density and provide new homes which will contribute to the Borough's housing stock. However, there remains a net loss of employment floor space when compared to what is currently on the site and this will need to be justified given Local Plan policies seek to protect such employment uses. As a final option, a financial contribution maybe sought from the applicants in lieu of the net loss of employment floorspace as set out in the Council's Planning Obligations SPD 2018.

Design and Appearance

- 7.17. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.18. Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.19. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.20. The existing disused industrial buildings on site are one to two storeys in height. The buildings have no particular architectural merit and the demolition of the buildings is acceptable.
- 7.21. Officers consider the siting, height, massing and scale of blocks A and B are acceptable within the site's context and surrounding existing built form to provide a transition between the traditional scale on Hornsey Park Road and the much taller buildings in the Clarendon development. The buildings would facilitate a 'walk through' the site, which is a requirement of SA21 and would also provide clear visibility through the site from Hornsey Park Road to Brook Road.

- 7.22. Locating commercial floorspace at the ground floor level of Block B to create one unit is supported by Officers, the Applicant, with the assistance of the council's regeneration team are considering the type of commercial activity this site should accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above and servicing activity in the public realm. The commercial units are designed to be flexible and attractive to a wide variety of tenants.
- 7.23. The proposed layout and landscaping strategy has evolved and is subject to ongoing discussions. A clear strategy for pedestrian, cycle and vehicle movement will be critically important to the success of the scheme. The applicant has provided further clarity on which areas are public, private and semi-private. The landscaping has been developed to show how spaces will be defined; defensible planting is proposed as a buffer to the residential flats at ground floor level of block A; the child playspace will be enclosed by boulders, planting etc and seating is proposed. The residential bin store has been relocated from behind the rear boundary of 159a Hornsey Park Road to the ground floor of block B. This is supported by Officers. The cycle store location over the Moselle and adjacent to Block B is supported by Officers. The design details of the cycle store are subject to ongoing discussions.
- 7.24. The proposal provides a public through route to create a new link between Wood Green and Clarendon Square, which is a requirement of SA21. The simplicity, robustness, legibility and attractiveness of this route have been subject to ongoing discussions. The applicant is continuing discussions with the Metropolitan Police Designing Out Crime Officer to ensure the proposal enhances security through the layout, design of the buildings and treatment of the external spaces. To address safety and security issues on the site, the link will be gated at night and ample lighting is proposed. The details of the lighting strategy are crucial given the backland nature of the site, discussions are ongoing on this matter.
- 7.25. Further discussions around the detailed design, including elevation composition and detailed layout are ongoing as part of the pre-application discussions. The Applicant continues to refine the landscaping and architecture so to ensure these components of the scheme are well integrated. The design takes cues from the emerging nearby Clarendon Square development, which uses high quality bricks and has robust detailing and architecture.

Residential Unit Mix and Affordable Housing

- 7.26. The proposed new homes would provide 3 x studio, 7x1 bed, 18 x 2 bed 4 x 3 bed. The family housing provision of 12% appears to be appropriate given the site's limited size.
- 7.27. The applicant has shared the initial findings of its viability appraisal with the Council with the latest model showing that the development could provide 14% on-site affordable housing by habitable rooms in block B. The affordable housing is proposed as 100% shared ownership. This would not provide the tenure split required in the Local Plan or any provision of affordable rented housing.
- 7.28. The applicant has set out that due to the scale of the development only a very small number of social rented homes could be provided which would be difficult for a registered provider to manage.

- 7.29. The applicant is also exploring options where the commercial unit is replaced by residential to enhance the viability of the development and increase the affordable housing offer. The provision of commercial is a requirement of the site allocation so an enhanced affordable housing offer would need to be balanced against the loss of this commercial space.
- 7.30. The applicant is advised to begin early discussion with a registered provider at this pre-application stage.
- 7.31. This complex viability position was anticipated by the Site Allocation SA21 requirements which state “the development should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability which must be assessed looking at the mix of uses and the scheme as a whole” and “Affordable rent may be sought having regard to the viability of the scheme as a whole in line with the Policy DM38”.
- 7.32. Any viability report will be independently assessed by the Council at the Developer’s expense.

Transportation and Parking

- 7.33. The site has a public transport accessibility level (PTAL) rating of 4, which is considered good access to public transport services. There are 4 bus services within 7 to 8 minutes’ walk of the site, Wood Green Underground Station is an 11 minute walk away, and Hornsey National Rail station a 12 minute walk away. It is also within the Wood Green Outer Controlled Parking Zone, which has operating hours of 0800 – 1830, Monday to Saturday, providing comprehensive parking controls in the locality of the site.
- 7.34. The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 4 the proposal meets the criteria of Policy DM32 for a car free/permit free development. However, as always, there is a potential for additional on street demands arising from a development, seeking to park outside of Control Parking Zone operating hours. Therefore, it will also be necessary for a Parking Stress Survey to be provided as part of any planning application to give details of existing parking conditions in the locality of the site. 3 blue badge spaces for the accessible units would be provided to ensure a policy compliant provision ;10% of the overall number of residential units).
- 7.35. In addition to this the developer will likely be required to provide mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel.
- 7.36. Policy T5 of the London Plan sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD. The proposal would provide one store for cycle parking within the landscaped areas of the site, rather than within the individual blocks.
- 7.37. Discussions are ongoing with the Council’s Transport Planning team who are not yet satisfied with the current footway access, location of the cycle store and shared surface space proposed. Enhancements to the surrounding footways may be required to mitigate the impact of the development on the surrounding highway.

- 7.38. Full details of the proposed servicing/delivery arrangements and trips that will be generated will need to be provided in a Delivery and Servicing Plan as part of the applicant's Transport Assessment and will be closely scrutinised by the Council's Transport Planning team. This will need to include the numbers of trips, types of vehicles, and the associated dwell times plus details of where service vehicles will stop and dwell.
- 7.39. A detailed draft of the Construction Logistics Plan for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document, the impact on traffic movements on Hornsey Park Road and surrounding roads will be closely scrutinised by the Council's Transport Planning team.

Impacts on Amenity of Surrounding Residents

- 7.40. The positioning of windows on the proposed development have been designed to mitigate overlooking and loss of privacy to the rear gardens and windows of the surrounding properties.
- 7.41. A BRE assessment has been provided at pre-application stage in relation to daylight / sunlight requirements which seek to ensure that the amenity of neighbouring residents with regards to daylight / sunlight and overshadowing is not materially affected. A noise assessment and, if necessary, mitigation measures will also be required.

Sustainability

- 7.42. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy and discussions are ongoing on the overall energy strategy for the development. The Site Allocation SA21 states that the site is identified as being in an area with potential for being part of a decentralised energy network. Officers are discussing with the Applicants proposals of how the development could connect to a Decentralised Energy Network (DEN) and the site's potential role in delivering a network within the local area.
- 7.43. A range of sustainability and carbon measures, including Urban Greening proposals will be required and these discussions are ongoing with the Carbon Team.
- 7.44. Biodiversity Net Gain will be required from January 2024 for major developments so the proposal may need to demonstrate a biodiversity net gain.

Appendix 1

PLANS AND IMAGES

Site location



View 1



View 2



Site photos



View 3



View 4



View 5



View 6



View 7



View 8

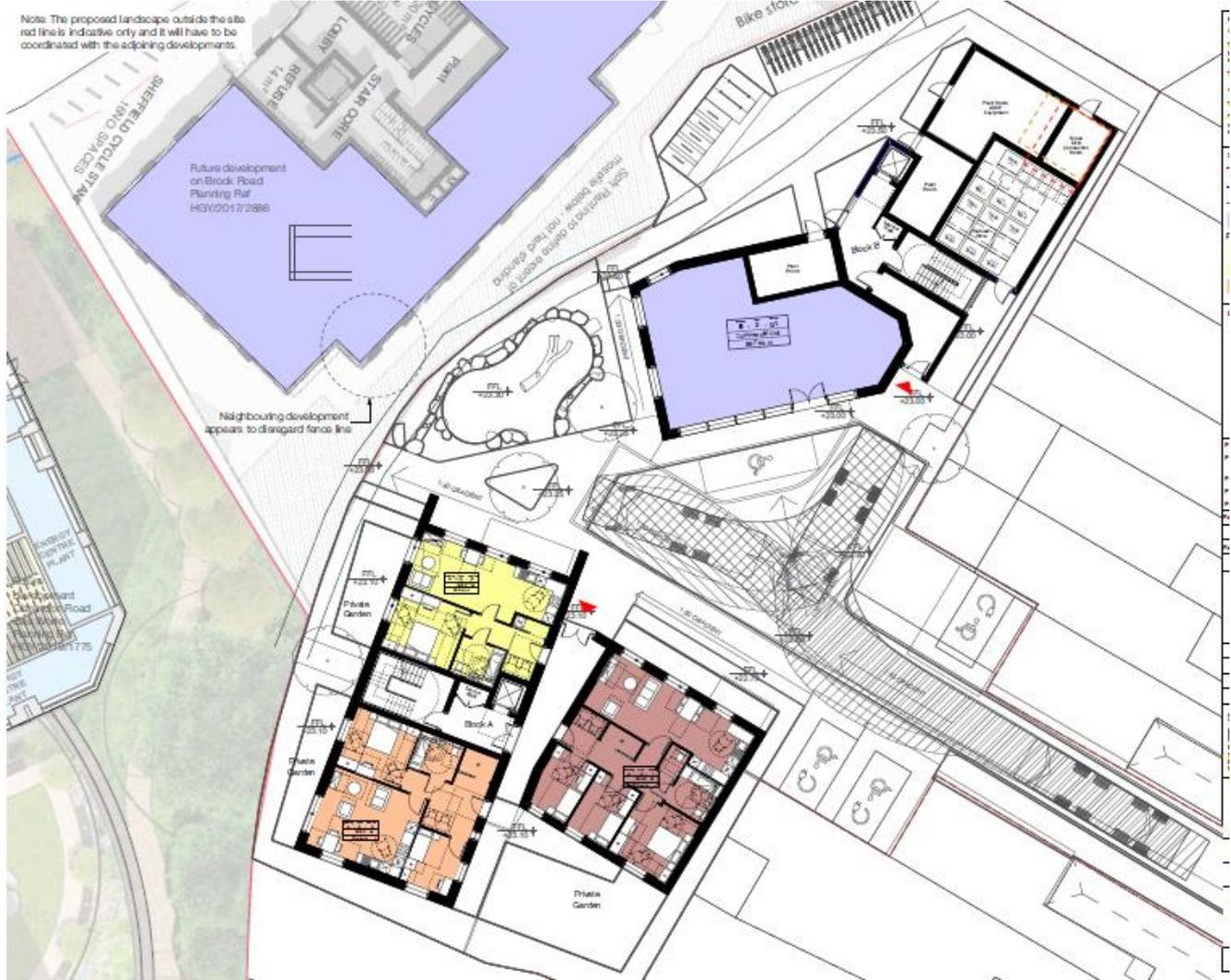


View 9



View 10

Landscaping/ground floor plan



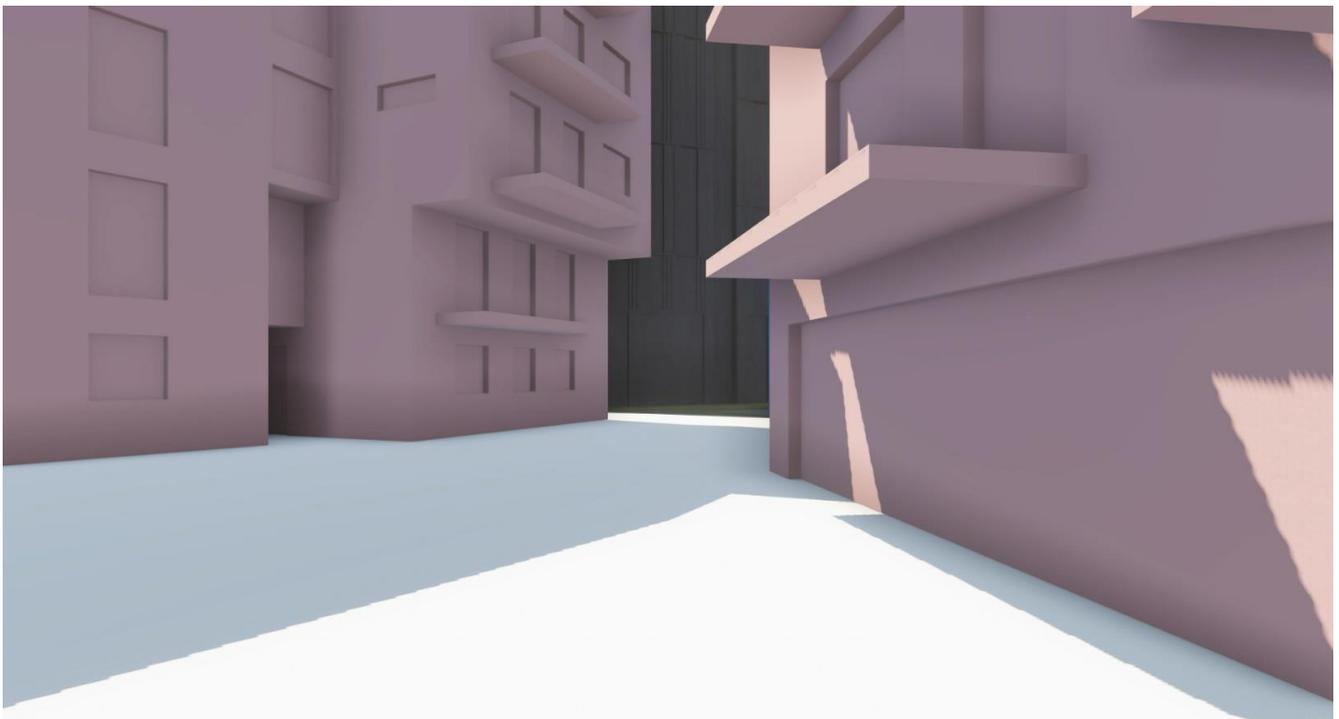
Site layout



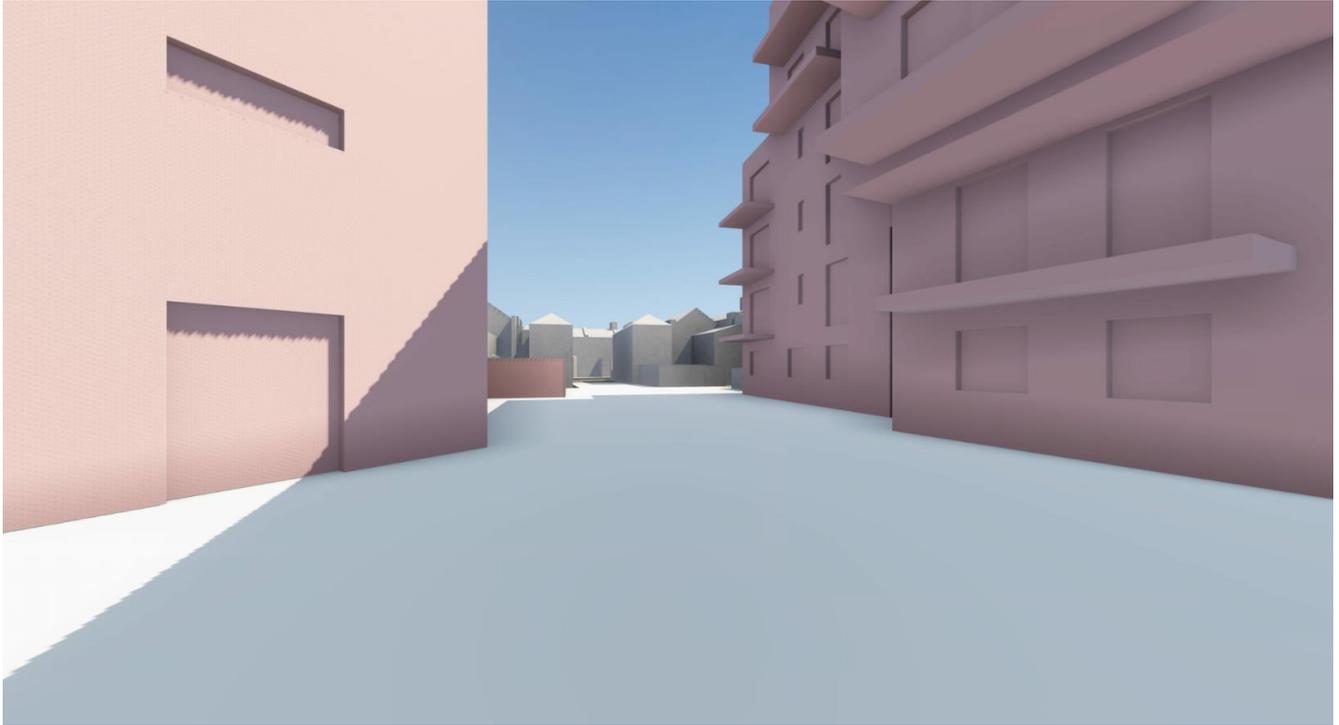
View from the sites boundary



View from the sites entrance



View from within the site



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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 157-159 Hornsey Park Road

Wednesday 1 November 2023

Woodside Room, George Meehan House, 294 High Road, London N22 8JZ

Panel

Peter Studdert (chair)

Ann Sawyer

Attendees

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Tania Skelli	London Borough of Haringey

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.

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1. Project name and site address

157-159 Homsey Park Road, London N8 0JY

2. Presenting team

Stephen Davy	Stephen Davy Peter Smith Architects
Laura Dimont	Maddox Planning
Tara Fitzpatrick	Maddox Planning
Victoria Osunkoya	Maddox Planning
James Fox	Trinity Group
Theodora Kyrтата	Stephen Davy Peter Smith Architects
Kevin Chitty	Trinity Group

3. Planning authority briefing

The site is located to the rear of Homsey Park Road, with its entrance between two end-of-terrace houses. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings of one to two storeys in height, considered to be of no architectural merit. The buildings are neither listed nor located within a conservation area.

The site is identified as a Strategic Area for Regeneration in the London Plan 2021 and is inside the Haringey Heartlands Growth Area, as well as within the boundary of the draft Wood Green Area Action Plan (2018). It forms part of a designated site allocation, 'SA21 Clarendon Square Gateway'. This allocation requires redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square. The Iceland site, which falls within the same site allocation, is under separate ownership and has planning permission (HGY/2017/2886) for a major mixed-use development up to nine storeys.

The scheme proposes 32 homes (over two blocks of between four and six storeys) and approximately 193 square metres of commercial floorspace, together with associated landscaping and delivery of a new pedestrian route.

Officers support the uses proposed on this site which will aid the council's strategic need for employment in the area. The increased quantum of employment floorspace is therefore welcomed and now considered sufficient. The through route, intended to increase permeability and social integration, remains a requirement of the site for officers, notwithstanding the panel's previous concerns. However, officers wish to ensure the simplicity, robustness, legibility and attractiveness of this route. The heights of both Blocks A and B are now considered to be appropriate.

Officers asked for the panel's comments on architectural character, servicing, and landscaping, including public and private amenity space, legibility, demarcation of the public realm and pedestrian safety.



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4. Quality Review Panel's views

Summary

The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the project team for its work to resolve the issues arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.

The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semi-private, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.

The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Homsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.

Place-making – through route and uses

- The panel reiterates its view that the policy requirement for a public through route and employment space place significant pressure on a constrained site, detracting from the scope available to create high quality housing. It thinks that this site would be much more successful as a residential-only mews.
- As a new strategic landscape corridor is already planned (in the form of Moselle Walk to the west of the site), it is not clear what need this additional through route will satisfy. Additionally, the requirement to accommodate commercial uses creates servicing challenges that are difficult to overcome and are likely to jeopardise the quality of the public realm in return for a token amount of employment space.
- However, discussions with London Borough of Haringey have concluded that the policy requirements must be delivered. In light of this, the project team is commended for its work to resolve these challenging issues.



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Public realm landscaping

- The landscape plan is currently too loose to show which areas are public, private, or semi-private, and which are for vehicles or for pedestrians. The landscaping must be developed to a much finer level of detail to show how spaces will be defined, alongside a realistic management strategy for maintaining the proposed spaces.
- The landscape plan should carefully consider and define how changes in surface materials and boundary treatments (such as low brick walls, railings and planting) can be used to clarify the nature of different space types for occupants and for visitors.
- The panel is particularly concerned about the lack of separation between vehicles and pedestrians. There should be clear demarcation, including areas for loading and unloading deliveries, to ensure that the site does not fill up with commercial vehicles, detracting from the landscaping.
- The panel suggests that vehicles should only be allowed into the site as far as the western corner of the commercial block, with a clear stop and a turning head here. The public realm beyond this point can then be more pedestrian friendly, including softer, greener landscaping for the residents.
- The panel understands that the scheme will be gated at night using an automatic timer. The project team should ensure that this strategy will not make it difficult for residents admitting visitors, or for commercial tenants who may not work standard hours, avoiding complicated management arrangements.

Plant room building

- The panel is not convinced by the circular plant room building (drum) in the centre of the public realm. Although the development will be gated at night, its location and design allow for unobserved loitering.
- This could enable antisocial behaviour and encourage people to try to break into the nearby cycle store. If the drum was removed, both the external route to the cycle store and to the residential Block A entrance from the northwest would be better overlooked.
- While the move to create seating around the base of the drum is well-intentioned, the panel does not think that is a good place to encourage people to spend time. It could create tension with the residents of the ground floor flat opposite, whose living room is in close proximity.
- Due to the possibility of unobserved loitering immediately behind, the panel does not think it appropriate to have play space next to the drum. However, if it were to be removed, the area could accommodate a larger, more pleasant play space that would be overlooked, south-facing, and easier to manage.



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- For all the reasons above, the panel recommends that the drum is removed and that the plant room servicing needs are incorporated within the other blocks. This will likely result in a small loss of commercial space but will create a much more successful public realm.

Architecture

- The architecture appears generic and lacking in character. The panel understands that this aspect of the design is ongoing, but asks for further work to make the scheme more distinctive as part of the next stage of development.
- The project team is right to focus its main efforts on the more visible elevations facing the public route through the site. However, the southeast-facing elevations are also important as these will be visible to the existing residents of Homsey Park Road from their rear windows.
- The project team should rework these elevations before public consultation to ensure that existing residents are offered a better view, especially considering the proximity of some homes to this scheme.
- At present, the southeast façades look largely blank because of the slit-like windows. These may be windows to bathrooms and kitchens and may be narrow to mitigate overheating. However, whether or not they can be enlarged, the elevational treatment should bring more interest and animation.
- The panel suggests introducing some articulation of the façades through materiality and decorative brickwork or sills. The project team could take cues from the emerging nearby St Williams development, which uses high quality bricks and has robust detailing.
- It should also consider a contemporary interpretation of the late Edwardian and early Victorian architecture of the surrounding context. This uses contrasting materials to create three-dimensionality and lightness.

Servicing

- The panel would like assurances that the servicing strategy will be developed in detail, ensuring servicing is well managed and does not detract from the public realm and private outdoor amenity spaces.
- The project team is encouraged to engage with highways and transport officers as soon as possible to ensure that the servicing strategy will be supported and deliverable.
- The removal of bins lining the access road is a welcome improvement to the entrance. The consolidated bin store should be carefully designed to create an attractive elevation, as it will be visible to all entering the site.



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Commercial space

- The panel recommends careful consideration of the type of commercial activity this site should accommodate. Tenants who do not require many deliveries would be preferable, to minimise impact on the public realm.
- The panel advises increasing the internal floor-to-ceiling height of the commercial units. This will create a greater sense of presence and will make them more flexible and attractive to a wider variety of tenants.
- More generous head height may encourage artists or makers to the site. The frontages could also be designed as shopfronts with opportunities for spill-out, activating the public realm. However, this should be balanced with overheating, especially for the south-facing unit.

Inclusive and accessible design

- The revision to allow for a wider pedestrian pavement to one side of the public realm entrance route is welcomed. This is more inclusive than narrower pavements on both sides.
- The safety and security of the public realm requires interrogation once the landscape design has been settled. The panel suggests that public areas should be well lit, but with lighting that it is not too bright for residents at night.

Next steps

The panel is confident that the issues outlined in this report can be resolved in consultation with planning officers. 157-159 Homsey Park Road does not need to return for another design review.