

**Pre-application briefing to Committee Item No.**

## **1. DETAILS OF THE DEVELOPMENT**

**Reference No:** PPA/2024/0023

**Ward:** Noel Park

**Address:** 25-27 Clarendon Road N8 0DD

**Proposal:** Redevelopment of the site consisting of the demolition of existing buildings and the construction of a mixed use scheme comprising workspace and co-living accommodation

**Agent:** Mr Richard Quelch, Q Square

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

## **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 the planning application. Any comments made now are of 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 November 2024. The applicant is currently engaged in pre-application discussions with Haringey Officers.

## **3. SITE AND SURROUNDS**

- 3.1 The site is located along Clarendon Road, the Alevi Cultural Centre is to the south and the Election Centre is to the north and the wooded railway embankment to the west. Turnpike Lane is to the south. Directly opposite the site to the east is the site known as Jessica Button. Immediately south is the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre) and the Council's Day Centre (the Clarendon Recovery College).
- 3.2 To the south-east of the site is the residential block known as Westpoint Apartments. The Clarendon Square development is to the north. Currently the site contains a part two part single storey L shaped building.
- 3.3 The public transport accessibility level (PTAL) is 4 which means the site has good access to public transport services. Two bus services are available within a 4-minute walk of the site, Turnpike Lane underground station is a 10 minute walk away and Hornsey National Rail station an 8 minute walk away.

- 3.4 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green Growth Area as identified in the Council's Local Plan 2017. The site is also located within the designated Ecological corridor. The site forms part of Site Allocation 23 of the Council's Site Allocation SPD: known as Clarendon Rd South which seeks to realign Clarendon Road and create employment-led mixed-use development to compliment the Clarendon Road Square development site to the north.
- 3.5 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.
- 3.6 The site does not contain any listed buildings, nor is it located within a Conservation Area.

#### **4. PROPOSED DEVELOPMENT**

4.1 The proposal consists of:

- Demolition of the existing building
- Erection of a 9 storey building made up of two conjoined blocks
- 231sqm of affordable workspace on the ground floor
- 222 co-living studios on the upper floors
- A series of internal communal amenity spaces are provided at ground, first and upper floor level
- External amenity space at podium level and evening terrace on the upper floor level
- Public realm/pocket park

#### **5. PLANNING HISTORY**

5.1 There is nothing relevant to the scheme at pre-application stage.

#### **6. CONSULTATION**

##### **6.1 Public Consultation**

6.2 This scheme is currently at pre-application stage and therefore no formal consultation by the Council has been undertaken as yet. However, the applicant has recently undertaken their own pre-application engagement with the local community which consisted of a public exhibition and they contacted local resident groups and ward councillors.

##### **6.3 Quality Review Panel**

- 6.4 The proposal was presented to the Quality Review Panel (QRP) on 17<sup>th</sup> April 2024 and 3<sup>rd</sup> July 2024. A summary of the Panel's previous response is as follows:
- 6.5 The Haringey Quality Review Panel noted that a co-living development could work on this site in principle, as long as it remains employment-led. However, there are significant challenges around the amount and quality of public realm and shared amenity spaces which need to be resolved before it can fully support the proposals.
- 6.6 The panel recognises the challenging constraints the project team is working with but asks that more is done to ensure that the scheme is driven by quality rather than number of studios. The block to the west of the site could be increased by a few storeys to allow for more generous internal floor-to-ceiling heights, and to reduce the pressure on the ground floor. This could also help to break up the massing, but must be tested in context. The public realm proposal breaks with the pattern of pocket parks established by the wider Clarendon Road masterplan, and appears likely to be dominated by servicing. The panel advises the project team not to rely on the future neighbouring development, but to provide adequate public realm as part of this scheme, perhaps by relocating some of the workspace to the first floor. This could also relieve some of the pressure for space on the ground floor and help to better integrate the living and working spaces. The panel asks for a greater quantity and variety of shared amenity spaces to be provided throughout the building. These spaces should enable different kinds of social interactions and activities, including opportunities for incidental encounters, and should be of a high quality. The project team should refer to the Greater London Authority's latest co-living guidance while developing the detail.
- 6.7 The quality of the internal corridors should be improved by widening them and bringing in natural light at both ends. The architecture could be enlivened by articulating the internal functions externally, and by introducing changes in material or colour in reference to the Clarendon Road development to the north. The elevations should also draw on the area's industrial heritage to create a stronger identity and street presence. The panel suggests committing to a clear sustainability target and improving the circular design strategy.

**(The QRP's full written response for the meeting dated 17<sup>th</sup> April 2024 is included under Appendix II)**

- 6.8 Following the QRP meeting dated 17<sup>th</sup> April 2024, Officers have met with the developer team to discuss revisions and the summary of the changes to the scheme presented to the Panel Members on 3<sup>rd</sup> July 2024 were as follows;
- Ground floor amended to increase area of public realm, improve workspace; layout, interconnectivity between uses and servicing strategy;

- Revised public realm approach and first floor podium landscaping;
- Refined amenity space layouts;
- Updated corridor layout with light at both ends and widening's;
- Further detail on floor to ceiling heights in comparison with precedents;
- Elevation and massing refinement;
- A section through the embankment has been included;
- Further option for future phases have been included.
- 

6.9 The second QRP's meeting dated 3<sup>rd</sup> July 2024 was broadly positive and the finalised report will be provided via an addendum once received.

## **6.10 Development Management Forum**

6.11 The pre-application proposal will be presented at a Development Management Forum in July 2024.

## **7. MATERIAL PLANNING CONSIDERATIONS**

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

### *Principle of the 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 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 and provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include, 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).

7.4 The site is also located in a designated 'Ecological Corridor' and the site is adjacent to corridor' an 'Area of Archaeological Importance'.

7.5 The site is designated as Site Allocation SA23 in the Council's Site Allocation Development Plan Document (DPD) which seeks to 'Realign Clarendon Road and create employment-led mixed-use development to compliment the Clarendon Road Square development site'. This allocation also includes the African Caribbean Cultural Centre and other commercial premises.

7.6 The requirements for the site, as set out under SA23 are listed below;

- *Development proposals will be required to be accompanied by a site wide masterplan*
- *No buildings need to be retained*
- *Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane*
- *The maximum quantum of employment floorspace feasible should be provided on this site*
- *Residential development may be suitable on site in order to increase the viability of new workspace*
- *Alternative re-provision of the West Indian Cultural Centre will need to be agreed*
- *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 Policy DM38.*
- *The site adjoins north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development*

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

7.8 The proposal would also need to be assessed against the requirements of Policy DM40-Non-Designated Employment Land and Floorspace of the Development Management Plan Development Plan Document (DM DPD). The policy states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f) which are set out below:

- 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

### Employment Space

- 7.9 The site forms part of the wider SA23 site allocation which covers 27-33 and 9-70 Clarendon Road and includes; 30-36 Clarendon Road known as 'Jessica Button' the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre), the Council's Day Centre (the Clarendon Recovery College), London Alevi Cultural Centres, Civica Election Service, Virgin Media and Katerina House. The key starting point in any proposal for this site would be the re-provision of the existing employment floorspace, with a proportion of the entire site allocation's 5,390sqm of employment floor space provided on site. The pre-application proposal, is for 231sqm of new employment floorspace which is less than the amount of existing floorspace to be lost. The site directly opposite at 30-36 Clarendon Road known as 'Jessica Button' recently received planning permission for 560sqm of employment floorspace. The pre-application proposal, in conjunction with 30-36 Clarendon Road would equate to 791sqm of re-provided employment floor space across the site allocation.
- 7.10 Whilst this would not deliver the full capacity identified in SA21 it would deliver a substantial increase in the overall employment floorspace within the site allocation. There are further sites within this same site allocation which are yet to come forward for development and will be able to contribute towards the delivery of the overall policy requirement of employment space as set out in SA23. It is also important to note that the African Caribbean Cultural Centre to the south of the site would need to re-provide the community centre to meet the indicative development capacity as part of this site allocation requirement. The pre-application proposal includes affordable workspace on the ground floor which meets the site allocation requirement and Policy DM38 of the DM DPD
- 7.11 The applicant with the assistance of the council's economic regeneration team have been considering the type of affordable workspace activity this site should accommodate to ensure it can be occupied by a viable business that is compatible with the co-living use at ground floor and above and servicing activity in the public realm. The applicants have confirmed that the 'Arc Club' an affordable workspace provider has expressed an interest to manage and operate this space and those discussions are ongoing.

## Co Living

7.12 The pre-application proposal also includes co-living accommodation. Co-living is relatively new type of housing and would be the first of its kind in the borough. Co-living can be described as follows:

- Co-Living is a form of modern managed living rental accommodation aimed primarily at single renters, a group who are generally poorly served by the rental market.
- Co-living Accommodation typically comprises private studios between 18-27 sqm, together with the use of large communal areas typically including facilities such as a co-working space, lounge areas, a gym, a screening room, communal kitchens and dining areas.
- Co-living residents (excluding students) are typically professional people working across the spectrum of occupations
- The largest age group in co-living is between 25-34 with an average age of around 30, however residents can be as young as 18 and much more mature at 60+.
- Co-living for renters comprises an all –inclusive price which covers energy, water, wifi and use of communal spaces

7.13 The NPPF highlights the importance of boosting housing supply across the country; whilst Paragraphs 60 and 63 note the importance of providing housing for specific groups. Paragraph 4.16.1 of London Plan Policy H16 states that large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or HMOs. This policy also seeks to ensure that new purpose-built shared living developments are of acceptable quality, well-managed and integrated into their surroundings. London Plan Policy H16 sets out the following criteria for large scale purpose built shared living development;

- 1) it is of good quality and design
- 2) it contributes towards mixed and inclusive neighbourhoods
- 3) it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency
- 4) it is under single management
- 5) its units are all for rent with minimum tenancy lengths of no less than three months

6) communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least:

- a) convenient access to a communal kitchen
- b) outside communal amenity space (roof terrace and/or garden)
- c) internal communal amenity space (dining rooms, lounges)
- d) laundry and drying facilities
- e) a concierge
- f) bedding and linen changing and/or room cleaning services

7) the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes

8) a management plan is provided with the application

9) it delivers a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an: a) upfront cash in lieu payment to the local authority, or b) in perpetuity annual payment to the local authority

10) In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5 Threshold approach to applications, however, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review.

7.14 The Applicant has submitted a demand study as part of the pre-application engagement process and finds the following;

- From a locational and demand perspective, this site is in an ideal location for a co-living scheme of 207 beds. This is due to the excellent transport connectivity to key commuter/student locations for commuters, range of local employers and proximity to local amenities;
- Currently 36% of residents within the LB Haringey are in private rented sector accommodation.
- The total demand pool from different groups of people within the borough for which it is considered there is a requirement for co-living for could be up to 20,000 people or 7.5% of the population.

- The project teams experience of co-living developments is that there is a high level of demand for co-living accommodation and this is demonstrated by the very fast take-up of co-living accommodation and high levels of occupancy.
- 7.15 London Plan Guidance (LPG) on large scale purpose built shared living (LSPBSL) was published by the GLA on 29 February 2024. The LPG sets out further detail on siting and developing such housing, including balancing it with other housing types. It provides space and facilities benchmarks and good practice advice to help ensure these developments are designed and managed to be of good quality, are safe, inclusive and integrated into their neighbourhood. The guidance is aimed at those designing LSPBSL schemes and decision-makers assessing them as part of the planning application process.
- 7.16 The London Plan Guidance on large scale purpose built shared living (LSPBSL) has informed the applicants on how to develop their pre-application proposal, giving guidance on design quality, access, location and affordable housing, these matters are assessed below.
- 7.17 7.15 Accordingly, given the above policy context, the principle of a comprehensive redevelopment of the designated site, with affordable workspace and co-living is considered acceptable.

#### *Design and Appearance*

- 7.16 The existing building currently occupying on the site is a single storey 1970s industrial building known as 'Hertie' which occupies a substantial amount of the site area. The building has no particular architectural merit and the demolition of the building is considered acceptable.
- 7.17 The pre-application proposal comprises of a building with an east and west wing of 9 storey's in height.
- 7.18 7.17 Policy SP11 of the Councils Local Plan and Policy DM6 of the DM DPD states that development proposals should be of an appropriate height and a scale which responds positively to the site's surroundings. Figure 2.2 of Policy DM6 identifies the area around Wood Green Haringey heartlands, as being suitable for tall buildings and defines 'Tall Buildings' as being 10-storeys and over. The site allocation development guidelines states that taller developments will be acceptable of the west side of Clarendon Road. The building proposed in this pre-application scheme would be 9 storeys which is not considered to be a 'Tall Building' in Local Plan terms but would trigger Policy D9 of the London Plan and consideration of the visual impacts, functional impact, environmental impacts and cumulative impacts will need to be assessed.

- 7.19 The location of the site and the existing surrounding townscape with the Clarendon Square development to the north and the recently approved building within the same site allocation at 30-36 Clarendon Road to the east provides an opportunity for a high-density redevelopment and Officers consider that the height, massing and scale of the proposals are acceptable within the site's context and surrounding existing built form.
- 7.20 The commercial floorspace in conjunction with the amenity space for the co-living development would provide an active frontage at street level.
- 7.21 The proposed internal layout and amenity spaces has made significant progress since the pre-application proposal was presented to the first QRP and the Panel have broadly welcomed the revisions which were presented on 3rd July 2024. The applicants have developed the amenity spaces to align with the London Plan Guidance on large scale purpose built shared living (LSPBSL) requirements and an additional terrace at upper floor level is now proposed. The internal layout, generosity of space, inclusivity and amenity space is subject to ongoing discussions with officers following the most recent QRP. The relationship between the cycle store and bin store will be explored further to optimise they layout. The QRP suggested the applicants use the internal lobby for the cycle store and this suggestion is also supported by officers.
- 7.22 The proposed 'pocket park' has been progressing well and would benefit the future occupants of the development including the workspace and wider neighbourhood. The pocket park also reflects the pattern of development and character of the Clarendon Square development. Embedding quality into the pocket park/public realm is fundamental to the success of the scheme. The first floor podium garden corresponds well to the Clarendon Square development to the north and the layout is well considered. The QRP suggested the applicant explore the planting palette further and extend further planting to the public realm.
- 7.23 The design takes cues from the emerging Clarendon Square development, which uses high quality bricks and has robust detailing and architecture. Officers have commented that having both the east and west facing blocks the same height is not particularly desirable. The applicants have addressed this concern by proposing a contrasting brick-based material palette for each block in order to 'break up' the massing and officers support this proposed solution. The western block upper floor is now proposed as a continuation of the buff brick with brick detailing, this will contrast with the eastern block's metal clad upper floor. The parapet heights and detailing have also been adjusted so that there is a contrast between the east and western blocks. This is supported by officers and the QRP. Further subtle refinements to the elevation are currently being discussed with officers.

- 7.24 The applicant will need to have 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

*Co Living Accommodation Quality*

- 7.25 The pre-application proposals seek to provide 222 co-living studios on the site in the form of typical cluster studios and corner studios. The plans indicate that the studios are 21sqm which is in line with the space requirement set out in paragraph 3.11.2 of the large scale purpose-built shared living London Plan Guidance. Each studio would have an ensuite shower room/wc, dedicated living space and kitchenette. Communal kitchen and dining facilities are provided at first floor level in line with the London Plan Guidance. Other amenities such as a cinema room, private dining room, communal lounge and gym are proposed. The internal layout has progressed well and discussions are continuing with officers with regards to the internal layout of the studios, and usability of the terrace. The communal spaces are also a focus to ensure that these are designed to be inclusive. Accessible units in line with London Plan Policy D5 will be provided.

*Affordable Housing*

- 7.26 Policy H16 of the London Plan and the Mayors LPG for Large Scale Purpose Built Shared Living (LSPBSL) states that co-living accommodation is not an affordable housing product as it does not provide stable, long-term accommodation suitable for most households in need of genuinely affordable housing, including families. Therefore, LSPBSL must provide an 'in lieu' financial contribution to the borough towards the provision of conventional affordable housing.
- 7.27 Criteria 9 of London Plan Policy H16 seeks payment in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:
- a) upfront payment in lieu to the local authority, or
  - b) in perpetuity annual payment to the local authority
- 7.28 Criteria 10 of London Plan Policy H16 states;

*In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with London Plan Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All applications for large-scale purpose-built shared living schemes will be subject to the Viability Tested Route as set out in London Plan Policy H5 Threshold approach. However, developments which provide a contribution equal to 35 per cent of the units at a*

*discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review.*

- 7.29 The Council will appoint a viability consultant who will review the applicant's financial viability appraisal to ensure the maximum viable payment is provided. Any financial contribution will be used towards securing affordable housing on alternative sites within the borough.

#### *Transportation and Parking*

- 7.30 7.28 This site has a PTAL value of 4 which is considered to have 'good' access to public transport services. Two (2) bus services are available within a 4-minute walk of the site, Turnpike Lane underground station is a 10 minute walk away and Hornsey National Rail station an 8 minute walk away. It is located within the Wood Green Outer CPZ which has operating hours of 0800 – 1830 Monday to Saturday. The Wood Green Inner CPZ boundary is close by, at the junction of Clarendon Road with Hornsey Park Road to the west of the site. It is noted that the site is close to areas of Higher PTAL value (5/6A) 4-minute walk away or so.
- 7.31 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 Blue badge spaces for the accessible units is currently being reviewed by the transportation team.
- 7.32
- 7.33 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.
- 7.34
- 7.35 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 internal store for cycle parking at ground floor level for the co-living residents and workspace.
- 7.36 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. 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.
- 7.37 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.

- 7.38 Discussions are ongoing with the Council's Transport Planning team as part of the pre-application stage.

*Impact on residential amenity*

- 7.39 The pre-application proposal should not prejudice the future development of adjoining and surrounding sites most notably to the north and south of the site. The scheme has been designed to complement future development of these sites.

- 7.40 However, further detailed assessments will be required in relation to existing and newly published BRE guidelines regarding daylight / sunlight requirements as well as safeguarding privacy and other potential amenity impacts in order to ensure that the proposed pre-application development does not prejudice neighbouring sites coming forward for development. A noise assessment and if necessary, mitigation measures will also be required.

*Sustainability*

- 7.41 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 SA23 states that the site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- 7.42 Discussions are ongoing with the Carbon Management team across a range of sustainability measures to ensure the proposal is in line with the above policy requirements.

Appendix I – Plans

Site Location:



Aerial View of Site



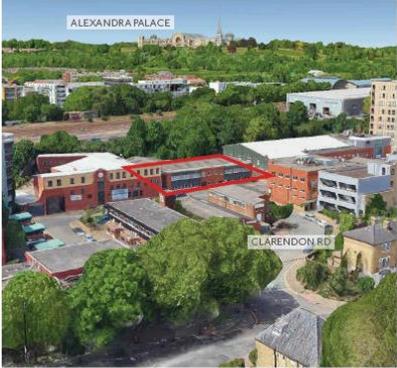
Existing buildings on site



View from North-west



View from South-east



View from South-east







## COMMUNAL KITCHEN & DINING

CLARENDON ROAD WOOD GREEN

The communal kitchen dining facilities are provided at this level and align with the LSPBSL SPD. Minimum provision as follows;

- 111 sqm Kitchen area
- 15 Cook Stations
- 30 Dining Spaces

By dividing the kitchens into three zones, the required provisions can be achieved without creating an institutional feel of the space.



# CINEMA ROOM

## Proposed Cinema Room

The Cinema Room has been located on the first floor to take advantage of the external amenity terrace. The size of the Cinema Room is derived from similar precedents such as Folk Chatfield Road, Battersea.



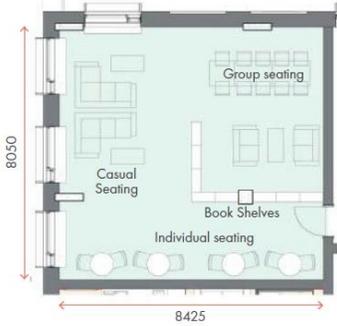
COMMUNAL LOUNGE

CLARENDON ROAD WOOD GREEN



Proposed Communal Lounge

The Communal Lounge provides a multitude of seating types, using book shelves to divide the space into smaller zones. The size of the Communal Lounge is derived from similar precedents such as Folk Sunday Mills, Earlsfield.



Proposed elevation fronting Clarendon Road



PROPOSED ELEVATIONS

CLARENDON ROAD

Proposed West Elevation



Proposed South Elevation



Proposed North Elevation



**CONFIDENTIAL**



FRAME PROJECTS

**London Borough of Haringey Quality Review Panel**

Report of Formal Review Meeting: 25-27 Clarendon Road

Wednesday 17 April 2024  
AH Level 8 Collaboration Space, Alexandra House, 10 Station Road,  
London N22 7TY

**Panel**

Esther Everett (chair)  
Martha Alker  
Gavin Finnan  
Craig Robertson  
Ann Sawyer

**Attendees**

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey (online)
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

**Apologies / report copied to**

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	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.

Report of Formal Review Meeting  
17 April 2024  
HQR130\_25-27 Clarendon Road

## CONFIDENTIAL

### 1. Project name and site address

25-27 Clarendon Road, Wood Green, London N8 0DD

### 2. Presenting team

Chris Blamey	RGP
Alan Harries	Integration UK
Rob High	PRP
Jim Kelly	Match
Richard Quelch	Q Square
Andrew Sissons	AND
Mike Calder	J Group
Sarah Christie	J Group

### 3. Planning authority briefing

The site is located within the southernmost part of London Borough of Haringey's Clarendon Road South Site Allocation. This seeks to 'realign Clarendon Road and create employment-led mixed-use development to complement the Clarendon Road Square development site and the emerging Wood Green Area Action Plan Site Allocation'. The site is considered suitable for a tall building in policy terms.

The site currently contains a one to two storey L-shaped industrial warehouse. The building occupying the site is neither listed nor within a conservation area. Clarendon Road runs along the east perimeter of the site, providing vehicular and pedestrian access. The adjoining sites are the Alevi Cultural Centre to the south and the Election Centre to the north. To the west of the site is an Ecological Corridor, Article 4 Direction for Heartlands Rail Corridor and an Area of Archaeological Importance.

The developers of the previous mixed-use residential proposals for the site (reviewed by the panel in January 2023) faced deliverability issues due to rising rates. A new project team is now proposing a mixed-use co-living and workspace scheme, comprising 215 studios, plus associated amenity space, and 262m<sup>2</sup> workspace.

Officers are considering the principle of a co-living use, which would be the first of its kind in the borough. The scheme will be assessed against current planning policy, including the Mayor of London's latest guidance on co-living.

Officers have requested the panel's views on how well the proposals fit into the wider Clarendon Road masterplan, and on the quality of the design in relation to the latest co-living guidance.



## CONFIDENTIAL

### 4. Quality Review Panel's views

#### *Summary*

The Haringey Quality Review Panel thinks that a co-living development could work on this site in principle, as long as it remains employment-led. However, there are significant challenges around the amount and quality of public realm and shared amenity spaces which need to be resolved before it can fully support the proposals.

The panel recognises the challenging constraints the project team is working with but asks that more is done to ensure that the scheme is driven by quality rather than number of studios. The block to the west of the site could be increased by a few storeys to allow for more generous internal floor-to-ceiling heights, and to reduce the pressure on the ground floor. This could also help to break up the massing, but must be tested in context. The public realm proposal breaks with the pattern of pocket parks established by the wider Clarendon Road masterplan, and appears likely to be dominated by servicing. The panel advises the project team not to rely on the future neighbouring development, but to provide adequate public realm as part of this scheme, perhaps by relocating some of the workspace to the first floor. This could also relieve some of the pressure for space on the ground floor and help to better integrate the living and working spaces. The panel asks for a greater quantity and variety of shared amenity spaces to be provided throughout the building. These spaces should enable different kinds of social interactions and activities, including opportunities for incidental encounters, and should be of a high quality. The project team should refer to the Greater London Authority's latest co-living guidance while developing the detail.

The quality of the internal corridors should be improved by widening them and bringing in natural light at both ends. The architecture could be enlivened by articulating the internal functions externally, and by introducing changes in material or colour in reference to the Clarendon Road development to the north. The elevations should also draw on the area's industrial heritage to create a stronger identity and street presence. The panel suggests committing to a clear sustainability target and improving the circular design strategy.

#### *Co-living use*

- The panel thinks that a co-living use could work on this site. As this relatively new type of housing would be the first of its kind in the London Borough of Haringey, the project team should clearly demonstrate to the local authority how the scheme will contribute toward its aspirations, for example by adding variety to the local housing offer.
- The proposals should also take into account the London Borough of Haringey's aspiration for employment-led mixed-use development on this site allocation. As well as providing employment space, the scheme should read as a place of employment. This could be achieved through the design and allocation of street-facing lower floor uses.



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- Co-living relies on the quality of communal space to compensate for the small size of private studios. It is not yet clear from the information provided whether the design quality and amount of space is sufficient. The panel understands that the design is at an early stage, but asks that a high bar is set for the quality of communal space as this scheme will create a precedent for future co-living schemes in the borough.
- It would be helpful to identify co-living precedents of a comparable scale, learning from their successes or missed opportunities.

### *Height and massing*

- In the panel's view, the desire for the building to remain under 30 metres tall has created an artificial datum level that compromises the quality of internal spaces. The precedents presented all have more generous internal floor-to-ceiling heights than this proposal. The panel is concerned that the internal spaces will not feel spacious or pleasant, especially when the exposed services are added. It asks for assurances that this scheme can match the quality of the benchmark schemes discussed.
- The height of the western block overlooking the railway line could be increased by a few storeys. This would allow for more generous floor-to-ceiling heights and would reduce some of the pressure on the ground floor, while maintaining or increasing the quantity of shared spaces.
- Increasing the height of this block could also help to break up the massing by creating two distinct volumes. All potential solutions should be tested in sections showing the wider site context, including the relationship to the adjacent railway embankment, which is currently missing from the drawings.

### *Public realm*

- The Clarendon Road development to the north of the site has created successful, functional streets structured by a series of pocket parks. The scheme should build on this approach, drawing from the wider context to inform the scale, proportions, and function of the public realm proposals.
- As the ground floor public realm space is too small to be considered a pocket park, it breaks with the succession of pocket parks along Clarendon Road established by the wider masterplan. The panel is therefore not convinced that it will perform a function other than as a visual amenity.
- The public realm appears likely to be dominated by servicing because the entrances for the cycle store, bin store and substation are all located off this relatively small space. If not rigorously managed, there is a risk that it will become cluttered and that the planting will be destroyed by daily activity. The panel also questions whether the trees are deliverable, as maintenance vehicles for the substation may need to park directly outside.





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- The panel recommends resolving these management and maintenance issues before developing the public realm design any further.
- The proposal assumes that, when the site to the south is developed, it will position a public realm space on the northern side of the plot, joining up with this scheme to create a pocket park in the future. However, the neighbouring developers may prefer to put their amenity space on the southern side, where it will receive better sunlight. As there is a lack of certainty around the future context, the panel advises the project team not to rely on future development to make up sufficient provision, but to increase it on this site.
- One solution would be to relocate some of the workspace to the first floor, making space on the ground floor for a greener and more generous public realm that is not compromised by servicing.
- The sun path diagrams do not take the emerging context into account. The panel recommends testing how well the external amenity spaces perform if there is overshadowing from the potential future development to the south, and adjusting the design in response.
- The project team should also check that there is adequate space and planting in front of windows where a buffer is required for privacy.

### *Ground floor layout*

- The panel understands that co-living requires more servicing and shared spaces than conventional residential schemes. However, the high number of co-living studios is putting significant pressure on the ground floor plan to accommodate this. The panel recognises the challenges of balancing site constraints with the provision of homes, but more must be done to ensure that the development is led by quality rather than numbers.
- To free up the ground floor plan, the panel recommends relocating back of house spaces to the first floor and moving plant equipment to the roof where possible. The gym, proposed for the amenity space on the western side of the ground floor, could also be relocated, allowing better use of a space that has good natural light and overlooks the green railway embankment.
- In the current ground floor layout, the workspace is cut off by a plant room and an escape corridor. It also feels disconnected from the shared amenity spaces on the first floor. The panel suggests finding ways to better integrate the living and working spaces, such as through double height spaces. This link between the floors could be visual-only, if fire separation is required.

### *Amenity spaces*

- The panel understands that the indoor amenity spaces are illustrative at this stage, but the quantity seems low for 215 studios, nor is it yet clear how they will be used. It encourages the project team to check that there will be



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sufficient amenity space to support high quality co-living, and to draw these spaces in detail to define the provision early on and ensure that it will fit.

- The upper floor layouts currently encourage residents to go straight to their private studios, rather than creating opportunities for incidental encounters. The first-floor amenity spaces appear to only provide spaces for large groups. This could create kitchens with an industrial feeling.
- The panel asks for different types and scales of amenity spaces. Smaller kitchens and break-out spaces could be distributed throughout the development. The project team should also refer to the Greater London Authority's co-living guidance which clearly sets out the variety expected and includes consideration of neurodivergent needs.
- There should be a visual connection from the corridors or cores to the indoor first-floor amenity spaces. This will help to alleviate social anxieties and build a sense of community, as residents will be able to spot a friend or neighbour before they enter the space.
- Further work is needed to assure the panel that the external first-floor terrace will be usable and green. As it is exposed and faces southeast, it will be challenging to realise a rain garden here. The panel suggests incorporating irrigation into the planters and providing shade for residents in the summer.
- The height of the terrace balustrade affects both its usability and its verdancy. A higher balustrade may need to be set further back from the edge, reducing the usable space and space for planting, and the urban greening factor that the scheme can achieve. The panel encourages the project team to work on these details, as they will also have a knock-on effect on proportions in the elevation designs.

### *Accessibility*

- The internal corridors are long and narrow. This width will be challenging for wheelchair users to navigate which, combined with low head heights and lack of natural light, does not make for high quality and legible circulation spaces. The corridors should be widened and carried through to add natural light at both ends.
- It is possible for the premium and accessible studios to be interchangeable as they both have larger spatial requirements. However, it is important that this is properly managed so that ten per cent of the accessible studios remain available to those who need them.
- The panel advises checking that enough Blue Badge parking spaces are provided. It may also be necessary to add wheelchair refuge spaces to each stair core for compliant layouts.



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### *Architecture*

- The architecture currently feels apologetic, rather than bold and intentional. The panel encourages the project team to draw on the industrial heritage of the area to create a stronger identity and street presence.
- It may help to introduce a change in material or colour when there is a change in volume. As well as creating interest, this would better integrate the scheme into the wider Clarendon Road masterplan, where this rule has been established across many plots.
- The panel suggest enlivening the elevations by articulating the internal functions externally where possible. The first floor, which accommodates a substantial area of communal amenity space, should be recognisably different to the elevations of the floors above; and any double height spaces should be legible in the elevational treatment.

### *Sustainable design*

- The panel encourages further work on circularity, particularly focusing on improving the structural materials and on ensuring that the building is demountable for reuse.
- If full Passivhaus certification is not achievable, the panel suggests finding a more specific performance metric that is, rather than applying Passivhaus principles. This will avoid spending time and money on aspects of the design that cannot be checked or followed through.

### *Next Steps*

The Haringey Quality Review Panel would welcome the opportunity to review the scheme again once the proposals have progressed.

