

Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: HGY/2023/2584

Ward: Alexandra Park

Address: 13 Bedford Road N22 7AU

Proposal: Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and photovoltaic (PV) panels at roof level

Applicant: Mr A Christodoulou

Agent: Mr Chris Georgiou

Ownership: Private

Case Officer Contact: Valerie Okeiyi

2. BACKGROUND

- 2.1. The proposed development is being presented to Planning Sub-Committee to enable members to view it whilst it is still under consideration as a planning application. Whilst it is preferable for proposals to be presented to Members at pre-application stage, it was not possible on this occasion.
- 2.2. Officers' comments outlined below are initial views on the scheme. It is anticipated that the planning application will be presented to the meeting of the Planning Sub-Committee in May or June 2025, provided officers have concluded their assessment, including having the viability position confirmed. The applicant is currently engaged in discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site, is known as Alexandra Motors. It comprises a two-storey building fronting Bedford Road with a glazed frontage at ground level, together with a hardstanding area for parking cars and is in use as a car repair business. Due to the sloping land levels the building reads as a single storey building along Alexandra Park Road frontage. The existing building is of limited architectural merit and is surrounded by a wide range of buildings styles.
- 3.2 The site is located on the corner of the junction of Bedford Road and Alexandra Park Road and is directly opposite the railway alignment for the main line from King's Cross train station. To the north is a four-storey mansion block, to the south fronting Bedford Road is the row of two storey Edwardian houses. Immediately west of the site fronting Alexandra Park Road is a car park followed

by a two-storey purpose built block of flats, and further west is mainly two storey semi-detached houses.



Fig 1: site location in context

- 3.3 The site is designated within a Critical Drainage Area. The site itself does not form part of any Site Allocation and can be described as a brownfield windfall

site. The site does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. Alexandra Palace and Park Conservation Area is to the south and Wood Green Common Conservation Area is located to the east on the other side of the railway line. Alexandra Palace, which is located within the Alexandra Palace and Park Conservation Area is a Grade II listed building which lies within a Grade II registered Park and Garden known as Alexandra Park. The site is located opposite an Ecological Corridor which runs alongside the railway line. Alexandra Park to the south is designated within Metropolitan Open Land, Local Nature Reserve and Site of Importance for Nature Conservation (SINC) Borough Grade 1.

- 3.4 The site has a public transport accessibility level (PTAL) of 5, considered to have 'very good' access to a number of bus routes and other public transport services. The nearest train station to the site is Alexandra Palace National Rail Station which is located opposite to the site. Also, Wood Green Underground Station, is in relatively close walking distance of the site.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal consists of:

- The demolition of the existing building;
- Erection of a 5-storey building consisting of 12 homes, which include one wheelchair accessible home on the first floor;
- A housing mix of: 3 x 1 bed, 6 x 2 bed 3 x 3 bed;
- Two separate flexible commercial floorspace (Class E) units on the ground floor comprising of 250sqm overall;
- Separate residential and commercial cycle parking and refuse storage;
- Plant room/service room in new basement of 73sqm;
- Green roofs and
- Green walls

5. PLANNING HISTORY

- 5.1 The most relevant planning history was a refused application - HGY/2024/1684- which sought planning permission for a change of use from a garage and MOT centre (Use Class B2) to a garage, MOT centre and car wash (Sui Generis).

6. CONSULTATION

6.1. Engagement

The planning application has been submitted. However, following officer advice, the applicant agreed to follow the Council's engagement process on the proposal which includes presenting the scheme to the Quality Review Panel, and now to Members of the Planning Sub-Committee. This would usually have

taken place before the formal submission. The applicant has confirmed that letters were sent to the local community informing residents of the proposed scheme, and a community engagement event was held, where the applicant presented their proposal to the community and responded to questions and feedback. A website has also been developed by the applicant allowing people to view the scheme and provide comments online. The feedback from the event is included under Appendix III.

6.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 45

Objecting: 38

Supporting: 7

Quality Review Panel

6.3 The proposal was presented to Haringey's Quality Review Panel (QRP) on 20th November 2024, the Panel offered their 'warm support' for the scheme. A summary of the Panel's response is as follows:

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance. Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be

provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

- 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 would welcome an opportunity to comment on the scheme again, once the design has progressed in consultation with planning officers. However, Officers are confident that the scheme can be progressed positively and QRP comments addressed without the need to return for another design review.

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

Pre-application Engagement

- 6.6 The applicant undertook their own pre-application engagement with the local community. A community engagement event was held on 19th January 2024. The event was targeted at local residents and local community groups. The event took place before the submitted plans were revised. A letter drop was carried out on 3rd January 2024 and 150 letters were posted advertising the event. The applicant sent emails to the local MP Catherine West, Local Ward Councillors and the Palace Gates Residence Association. The applicant confirmed that 17 people attended the event. Attendees were provided with a response form to provide comments. Feedback from the event is included in Appendix III.

7. MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 7.1 The proposed development, would replace the existing car repair building with a mixed-use development comprising of new residential homes and employment floorspace.
- 7.2 The site is located in a designated 'Critical Drainage Area'.
- 7.3 Policy SP8 of the Haringey Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space.
- 7.4 The proposal would also need to be assessed against the requirements of Part B of Policy DM40 - Non-Designated Employment Land and Floorspace of the Development Management Development Plan Document (DM DPD). The policy states:

On all other non-designated employment sites (i.e. those which do not meet the location criteria of (A), the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use having regard to:

- a Feasible alternative employment uses;
- b The age and condition of the existing building(s) and the potential for refurbishment or adaptation, in particular to more flexible unit sizes;
- c Site layout, access, and relationship to neighbouring uses;
- d Periods of long-term vacancy; and
- e Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.

Employment Space

- 7.5 The existing car repairs centre (Use Class E (g)) is identified as an employment generating use and therefore Policy SP8 of the Local Plan and Policy DM40 of the DM DPD is relevant to the consideration of the proposal. The applicant will need to demonstrate how criteria A to E of Part B of Policy DM 40 has been met. In order to compensate for the loss of the existing employment use, the proposal includes 250sqm of commercial (Class E) floorspace which would replace and exceeds the existing amount of employment floorspace (172 sqm), currently on site. The applicant will have to demonstrate that the commercial units can accommodate a range of different uses and have the potential to be let from the outset to ensure their long-term success.

Residential Use

- 7.6 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum
- 7.7 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 7.8 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 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.
- 7.9 Policy DM10 of the DM DPD states that the Council will support proposals for new housing as part of mixed-use developments.
- 7.10 The homes proposed would contribute towards the Council's overall housing targets and much needed housing stock.

- 7.11 Accordingly, given the above policy context, the principle of a mixed-use scheme could be supported, which will potentially provide a greater job density and provide new homes which will contribute to the Borough's housing stock. However, the applicant will need to demonstrate how criteria A to E of Part B of Policy DM 38 has been met.

Design and Appearance and Heritage Impacts

- 7.12 The existing car repair building currently occupying the site is two storeys in height. The buildings currently occupying the site have limited architectural merit and demolition is therefore unlikely to be considered unacceptable.
- 7.13 The submitted proposal comprises a building of 5-storeys in height and includes a recessed top floor.
- 7.14 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.
- 7.15 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.
- 7.16 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieve 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.
- 7.17 Policy DM9 of the DM DPD states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.
- 7.18 Officers consider the scale, height and massing of the building are likely to be appropriate within the site's context. This is also supported by the QRP. The Conservation Officer notes that the existing site and buildings do not contribute to the verdancy of Bedford Road and only has a negligible impact on the setting of the heritage assets. Whilst the higher built form would reduce the visibility of the street tree(s) on Alexandra Park Road from Bedford Road, it would not reduce the overall impression of verdancy along Bedford Road. Accordingly, the Conservation Officer considers the development of the site as proposed would

have a neutral impact on the significance of the listed building, nearby Conservation Areas and the listed registered park and garden.

- 7.19 Locating commercial floorspace at the ground floor to create two units is likely to be supported. The applicant will need to consider the type of commercial activity this site could accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above. The commercial units would need to be designed to be flexible and attractive to a wide variety of tenants to ensure its long-term success and viability.
- 7.20 The applicant is currently refining the elevations following the most recent QRP due to its important corner location that is visible from three directions including from the conservation area on the other side of the railway lines. The QRP suggested the applicants explore a more simplified red brick taking hues from the high-quality precedents within the surrounding context. The applicant is currently exploring the detailed design of the green wall planters located to the rear elevation in order to provide a pleasant outlook for both residents and neighbours. In addition to the green roof at the main roof level and on the 4th floor, the QRP suggested that the lightwell flat roof located at first floor level should also be green, in addition to the green wall planters, at first floor level. This is currently being explored by the applicant.
- 7.21 The separate residential and commercial cycle and refuse store is positive. The QRP panel commended the design team's engagement with the highways department and welcomed the proposed improvements to the footpath along Bedford Road. Further public realm improvements to Bedford Road are being explored by the applicant.
- 7.22 The applicant has confirmed that they will have ongoing dialogue with the Metropolitan Police Designing Out Crime Officer throughout the design and build process to ensure that the development is designed to reduce crime at an early stage. The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of, and compliance with, the principles and practices of the Secured by Design Award Scheme.

Residential Quality, Unit Mix and Affordable Housing

- 7.23 All proposed dwellings would exceed minimum space standards including bedroom sizes, complying with policy. All dwellings would be well laid out, to provide useable living spaces and sufficient internal storage space. All dwellings would be dual aspect and benefit from deck access to the rear. All homes would have private amenity space in the form of a balcony that meets the requirements of the Mayor's Housing SPG. Due to the site constraints play space is not provided. However, it is noted that the site is in close proximity to the large play area within Alexandra Park.
- 7.24 The proposed new homes would consist of 3x1 bed, 6x2 bed 3x3 bed dwellings. Officers consider the scheme would provide a mix of units, likely to be appropriate to the site and its location.

- 7.25 The applicant has submitted a viability assessment. The Council has appointed a viability consultant who is currently reviewing the assessment, to ascertain whether the scheme can provide affordable homes.

Transportation and Parking

- 7.26 The site has a public transport accessibility level (PTAL) rating of 5, which is considered to have very good access to public transport services. The nearest station to the site is Alexandra Palace National Rail Station which is located opposite the site. Wood Green Underground Station is also in close proximity. Future residents would be well connected to local bus services as the site is served by the W3 which is a high frequency bus route running west to east in the borough. Additionally, bus stops are on both sides of the road in close proximity to the site. The site is located within the Alexandra Palace Controlled Parking Zone which restricts parking to permit holders Monday to Friday 12:00 – 14:00. Though, nearby to the site, there are residential streets which do not have any on-street parking controls.
- 7.27 The proposed scheme would be a car free development. Given the location within a CPZ and with the PTAL of 5 the proposal would seem to meet the criteria of Policy DM32 for a car free/permit free development. There are no off-street blue badge parking bays currently proposed; however there are currently 3 pre-existing on street bays. The applicant would be required to enter into a s278 agreement, to provide a blue badge bay on-street outside of the development on Bedford Road where there are currently single and double yellow lines. This would be dedicated to the resident of the wheelchair home within the development, secured via a legal agreement. A car parking management plan would also be required, which must include details on the allocation and management of the bay.
- 7.28 The site would include workspace/commercial floorspace with an area of 250 sqm, though the number of potential employees is not known. Given the relatively small size of both the commercial units and its possible uses it is felt in this instance that they would not generate enough demand to justify the provision of a dedicated blue badge bay. To mitigate future parking demands a contribution would be required towards parking management measures to ensure that those areas outside of the control parking zone would not suffer from any displacement in parking demand generated by the proposal. This could be secured via a legal agreement.
- 7.29 In terms of cycle parking the residential use proposes to make provision for 23 long-stay and 2 short-stay, and the commercial 1 long-stay and 1 short-stay. All these numbers are in accordance with policy. Details relating to the bike store could be secured by condition in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS).
- 7.30 The Transportation team have confirmed that they raise no objection to the proposal subject to the following conditions and 106 clauses.

Impacts on Amenity of Surrounding Residents

- 7.31 As the rear of the proposed building faces onto the rear gardens of the properties on Alexandra Park Road, the proposed development has been carefully designed to mitigate overlooking and loss of privacy to the rear gardens by limiting the number of windows to habitable rooms in this elevation and where these are shown to be secondary windows they will be obscurely glazed. In addition, along the deck access to the rear elevation 1.8m high privacy screen is proposed. Balconies have been designed with high parapets and metal railings.
- 7.32 A BRE assessment has been submitted with the planning application provided 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. This assessment will be reviewed. A noise assessment has also been submitted and includes mitigation measures, which will need to be reviewed.

Sustainability

- 7.33 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.
- 7.34 Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 7.35 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques
- 7.36 The Carbon Team have reviewed the Energy Strategy, Overheating Strategy and Sustainability (BREEAM) submitted with the planning application. Ongoing discussions have taken place, and further clarification from the applicants on the Energy Strategy, Overheating Strategy and sustainability measures is required.

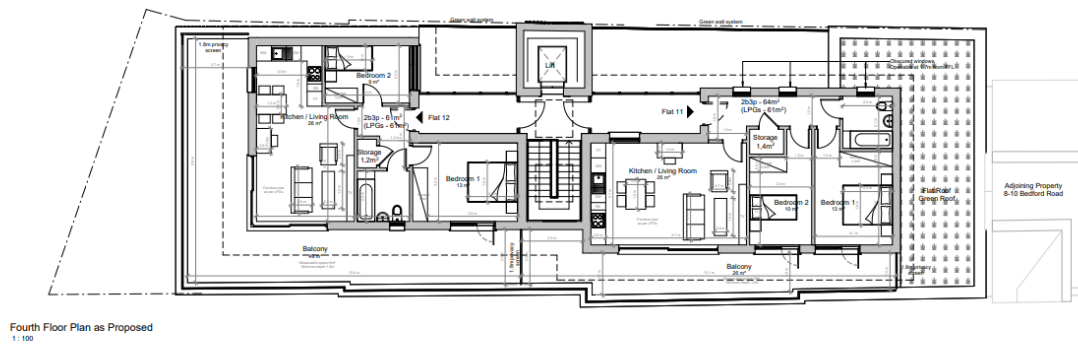
Appendix I

PLANS AND IMAGES

Site location plan



Site photos



Existing and proposed illustrative view along Bedford Road



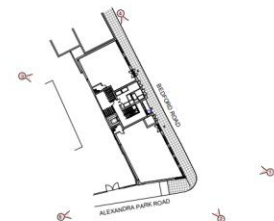
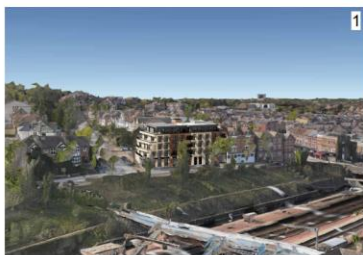
Illustrative view of shopfront along Bedford Road



Illustrative rear elevation



Proposed illustrative views



Appendix II – QRP Response

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Haringey Quality Review Panel

Report of Small Site Review: 13 Bedford Road

Wednesday 20 November 2024

AH Level 3 Collaboration Space, Alexandra House, 10 Station Road, London

Panel

Esther Everett (chair)
Dieter Kleiner
Neil Mathew

Attendees

Valerie Okeiyi	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Alice Tsoi	London Borough of Haringey
Cindy Reriti	Frame Projects
Bonnie Russell	Frame Projects

Apologies / copied to

Rob Krzyszowski	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Kirsty McMullan	Frame Projects

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 Small Site Review Meeting
20 November 2024
HQR143_13 Bedford Road

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1. Project name and site address

13 Bedford Road, London N22 7AU

2. Presenting team

Chris Georgiou	CG Architects
Anthony Christodoulou	Adelfia Property Ltd

3. Planning authority briefing

The site is located on the junction of Bedford Road and Alexandra Park Road, directly opposite the mainline from King's Cross train station. It is a brownfield windfall site, comprising a two-storey building with a glazed frontage at ground level on Bedford Road and an area of hardstanding for car parking. It is currently in use as a car repair business. The building reads as a single storey structure along Alexandra Park Road due to the sloping ground level. The existing building is of limited architectural merit and is surrounded by a wide range of building styles.

To the north is a four-storey mansion block. To the south, fronting Bedford Road, is a row of two-storey Edwardian houses. Immediately west of the site, fronting Alexandra Park Road, is a car park and a two-storey purpose-built block of flats. Further west there are predominantly two-storey semi-detached houses. The site lies to the east of the listed Alexandra Palace, which is within a conservation area and the Alexandra Palace Park, a registered park and garden. It is designated within a critical drainage area.

The proposal is for a mixed-use development, with flexible class E floorspace at ground level and residential units above. Officers would welcome the panel's comments on the quality of the residential accommodation and commercial units. Comments are also sought on the proposed greening for the site, particularly the inclusion of a green wall.



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4. Quality Review Panel's views

Summary

The panel considers the scale, height and massing of the proposals to be appropriate for the surrounding context. However, further refinements are needed to provide an elegant building for this important corner location that is visible from three directions, including from the conservation area on the other side of the railway lines. The building would read as a more coherent whole if one type of brick was used on all elevations, accentuating its carved form and integrating the Bedford Road elevation with the stepped Alexandra Park Road elevation and the set-back top floor. A subtle contrast could be achieved through, for example, a change in the type of mortar used. This refinement should reduce both the complexity and cost of the scheme. The one area where a contrast in materiality would be beneficial is to improve the prominence of the residential entrance. Consideration should be given to how the generosity of the entrance lobby can be improved and made more welcoming.

The plinth of the building should reflect and distinguish the ground floor commercial units from the residential accommodation above. Thought should also be given to how the commercial space can be future-proofed, with flexibility built into the design, to ensure its immediate and long-term success. Tests for various uses should be undertaken.

The proposed green wall has the potential to provide a pleasant outlook for both residents and neighbours. However, it is crucial that a landscape architect is appointed as early as possible, to ensure that the green wall can be delivered and maintained, and that the landscape proposals are designed in tandem with the design of the building. A green roof should be provided at first floor level and consideration should be given to the provision of inbuilt balcony planters, as well as new street trees along Bedford Road, to improve the pedestrian experience enroute to/from Alexandra Park. Further information should be provided on environmental sustainability, including details on how BREEAM Excellent will be achieved for the commercial units, a ventilation strategy, and updated modelling that accurately reflects any changes to the building.

Architectural expression and materiality

- The panel feels that the materiality of the building should be simplified. It suggests that one type of brick should be used on all elevations of the building. This will help to accentuate its carved form, allow it to read as a coherent whole when viewed from all three directions, and provide a solid end to the block.
- The use of a single type of brick will help to integrate the horizontality, created through the stepped elevation on Alexandra Park Road, with the verticality of the Bedford Road elevation.



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- While the setback of the top floor of the building is supported, the panel suggests that the building's elegance and cohesion could be improved by also using the same type of brick on setback.
- The panel supports the use of a red brick that fits into the surrounding context, but it encourages the design team to look at high-quality precedents where red brick has been used in way that will create the intended contrast.
- For example, a subtle contrast could be achieved through a change in the colour and/or type of mortar, as demonstrated by White Arkitekter in Gascoigne Estate, Barking.
- The ground floor of the building should reflect its commercial use, with the plinth of the building clearly distinguished from the residential accommodation above. This will help to draw people along Bedford Street from the Palace Gates Road shopping centre.
- Further thought should be given to minor changes that could be made to the commercial frontage to make it more permeable and inviting whilst also ensuring the internal usage is of a high quality, to ensure its long-term success and viability.

Commercial space

- Consideration should be given to how the units will complement the existing uses in the Palace Gates Road shopping centre.
- Replacing the full-length windows, with an area of solid wall beneath each window, could help to improve the robustness of the building at ground level and provide some screening of the interior.
- Further details should be provided to demonstrate how the commercial units will be future-proofed to ensure their long-term success. For example, drawings should be provided to officers, to show how the two proposed units could be successfully split into four smaller units.
- Tests should be undertaken and the evidence provided to officers, to give confidence that the units can accommodate a range of different uses and have the potential to be let from the outset.
- Thought should be given to which units would best suit, for example, retail or a café, where large areas of glazing would be beneficial, as opposed to an office, which is likely to prefer smaller windows. The wall-to-glazing ratio will affect the visual appearance of the building.
- Consideration should also be given to the effect that different uses will have on the appearance of the building and how they might best be accommodated and managed. For example, a nursery is likely to screen the windows for privacy which would then create a blank façade.

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Quality of residential accommodation

- Consideration should be given to how the plan can be improved to provide a more generous and welcoming entrance for residents.
- The provision of a bench and soft lighting would help to imbue the entrance lobby with a sense of welcome.
- A change in the materiality and the use of high-quality materials, both externally and internally, would help to give the entrance greater prominence from the street. Textures should be considered, given that the material will be experienced from close proximity every day.
- The amount of amenity space available to each flat could be increased by allowing residents to use some of the deck access space outside the unit.

The green wall

- The proposed green wall has the potential to provide a pleasant outlook for both the residents and neighbouring homes. However, it is crucial that a landscape architect is appointed before the planning application is submitted, to provide input into the final design. The green wall and green roofs should be designed in tandem with the design of the building and submitted as part of the planning application.
- The panel suggests that the proposed geometry of the green wall should be simplified, to ensure that it can be delivered and will be easy to maintain. A maximum of three zones should be provided.
- Ideal growing conditions should be provided and plants should be selected to suit the microclimate, to ensure that the green wall will thrive.
- Careful consideration should be given to how the planting can look good from day one. It may be necessary to provide some interim deck planters, while the plants grow to their full height.
- Integrated irrigation should be provided and a maintenance strategy put in place. The cost of maintenance should also be considered, given the small number of homes in the development.
- Further thought should be given to how the plants will be supported and how the support mechanism will affect the building's appearance, particularly before the plants have reached their full height.
- Consideration should also be given to the relationship of the green wall to the balustrade and how the deck will be detailed.
- The panel supports officers' use of conditions, to ensure that all aspects of the detailed design are considered.



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First floor green roof

- The panel suggests that a green roof should be provided, in addition to the green wall planters, at first floor level,. Consideration should also be given to a raised planter that could function as a balustrade.
- A green roof would enhance residents' everyday journey along the first-floor access deck. It would also have the potential to provide larger balconies and an improved outlook for the adjoining bedrooms of Flats 1 and 4.
- Details should be provided on how the scheme will contribute to biodiversity net gain.
- If the balconies are large enough, consideration should be given to incorporating inbuilt planters into the design, to encourage residents to provide additional greening. This would be particularly beneficial on the south and east facing balconies, which are visible from the route to Alexandra Park.

Public realm improvements to Bedford Road

- Further consideration should be given to the provision of new street trees along Bedford Road, to improve the pedestrian experience of the route to and from Alexandra Park. A survey should be undertaken to establish if there are any underground services.
- The panel commends the design team's engagement with the highways department, and it welcomes the proposed improvements to the footpath along Bedford Road.

Environmental sustainability

- The panel commends the aspiration to achieve BREEAM Excellent for the commercial units, but further details should be provided to demonstrate how this target will be achieved.
- A ventilation strategy should be provided, with priority given to passive ventilation. Modelling should include all elements that will affect the building's performance, including whether windows are openable or not, as this will affect both ventilation and noise, given the close proximity of the railway lines.
- The windows facing onto balconies could be more generous, to allow maximum daylight into homes.
- Daylight and sunlight analysis should take into account the effects of balconies, brise soleil, and green wall planting.
- The panel welcomes the proposed biosolar green roof. Further details should be provided to officers to ensure that it will be delivered.



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Next steps

- The Haringey Quality Review Panel would welcome an opportunity to comment on the scheme again, once the design has progressed in consultation with planning officers.



Appendix III – Feedback from the public consultation

Seven completed forms were received, and the comments are as follows:

1. Overall what are your thoughts on the proposed development?

Category	No. of response
• Exciting	1
• Positive	4
• Neutral	1
• Concerned	1
• Opposed	

2. What aspect of the redevelopment do you find most appealing or beneficial to the community?

- Commercial units will it be useful to the community? Perhaps a nursery?
- New shops
- New neighbours.
- We will have a smart end to our road. Hopefully the two shop units will be useful.
- Increased amenities for the local population – opportunity to create a critical mass of units and have a destination retail/café hub.
- An extra venue for the migrant Ally Pally event goes to attend.
- Sympathetic/ good overall design with positive aspects of sustainability and like the fact its car free.
- Overall design is appealing and create a statement building in the area.

3. Are there specific concerns or considerations you would like the developers to address in their plans?

- Nursery, butchers, fishmongers, fruit and veg., nice café, a late night wine bar.
- Restrictions on residents parking. How do you prevent visitors parking, and weekend parking put side Monday – Friday 12pm – 2pm.
- Restrictions on construction, roof plant – noise, height, access
- Restriction on overlooking to the west
- Right to light form flats behind.
- Not really other than planning office will oversee environmental etc issues.
- No detracting from existing retail units.
- The Impact of the building work on traffic over a period of years.

- Traffic movement during construction, parking.
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4. Any suggestions for ensuring the shops contribute positively to the local community?
- Bringing more life / movement to the community with a shop that is useful to the residents and not taking business away from current shops ideally.
 - Coffee shop/eatery.
 - I would like a chain professional supermarket. We have enough DIY food shops around the corner. We miss the tool/ ironmongery we used to have.
 - Ensuring a community feel – businesses which would attract footfall.
 - Support young families.
 - Something to be used by a wide range of people.
 - Would be nice to have a nice coffee shop and community room to hire.
5. How do you envisage the redevelopment impacting the neighbourhoods character or environment?
- Too Tall.
 - Hopefully positively.
 - Its quite a mix architecturally so it wouldn't be an "eyesore".
 - Positively – especially if it draws the migrant Ally Pally crowds.
 - Hopefully positively.
 - Enhancing the overall area
6. Any other comments?
- Forest Lodge to the west has habitable rooms facing the back of the building.
 - Balconies to Flats 1, 5 and 8 overlooking.
 - Good luck with it all.

Email responses received

We met briefly last week at your presentation on the Bedford Road Mixed use scheme. I am an owner of the building next to the proposed development: Forest Lodge 357 Alexandra Park Road. As discussed, our main concerns about the development are related to the loss of light and privacy issues from the habitable rooms in our building that will be facing your scheme. Rooms in question highlighted below: