

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2025/0006

Ward: Woodside

Address: Timber Yard, 289-295 High Road, Wood Green, London, N22 8HU

Proposal: Redevelopment of the site for 36 x residential units within 2 x part three, four and five storey blocks and part two, part three storey mews buildings in conjunction with refuse and cycle stores, parking and re-landscaping.

Applicant: John Silvester

Agent: SY2 Planning

Ownership: Private

Case Officer Contact: Samuel Uff

2. BACKGROUND

- 2.1. The proposed preapp development is being reported to Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee towards the end of 2025. The applicant has engaged in pre-application discussions with Council Planning Officers, with formal pre-application meetings and QRP meetings in the past two years.

3. SITE AND SURROUNDINGS

- 3.1. The site is referred to as Wood Green Timber Merchants and is located on the western side of High Road and the southern side of Neville Place. The site contains a single storey, commercial building and associated storage areas for the sale and distribution of timber, extending back into the site with a large flank wall along Neville Place.
- 3.2. The southern part of the site, up to the highway of Neville Place, is located within Trinity Gardens Conservation Area. The site adjoins the locally listed former public house (Fishmongers Arms) and the Grade II Statutorily Listed fountain / trough in front of that site. Other notable listed buildings in the general vicinity of the site include the Grade II statutorily listed Civic Centre and Trinity Academy Primary School, both of which are located to the south of the site.

- 3.3. Neville Place is adopted highway and contains a row of two storey buildings currently in employment use. This highway is subject to a CPZ with pay and display in operation. To the north of the site is the staggered building line of Morant Place, a four storey residential development, by Ivor Smith & Cailey Hutton Architects. Back gardens of two-storey residential terraced houses at 1-8 Trinity Road adjoin the southern edge of this site.
- 3.4. There is a large forecourt area in front of the building, which is currently used by the Timber Merchants for additional storage of material. It has come to light in preapplication discussions that this is in fact Highways land and does not fall within the title deeds for the site. Regardless of the development of this site, the land is expected to revert to Highways land and that storage in this area will cease.

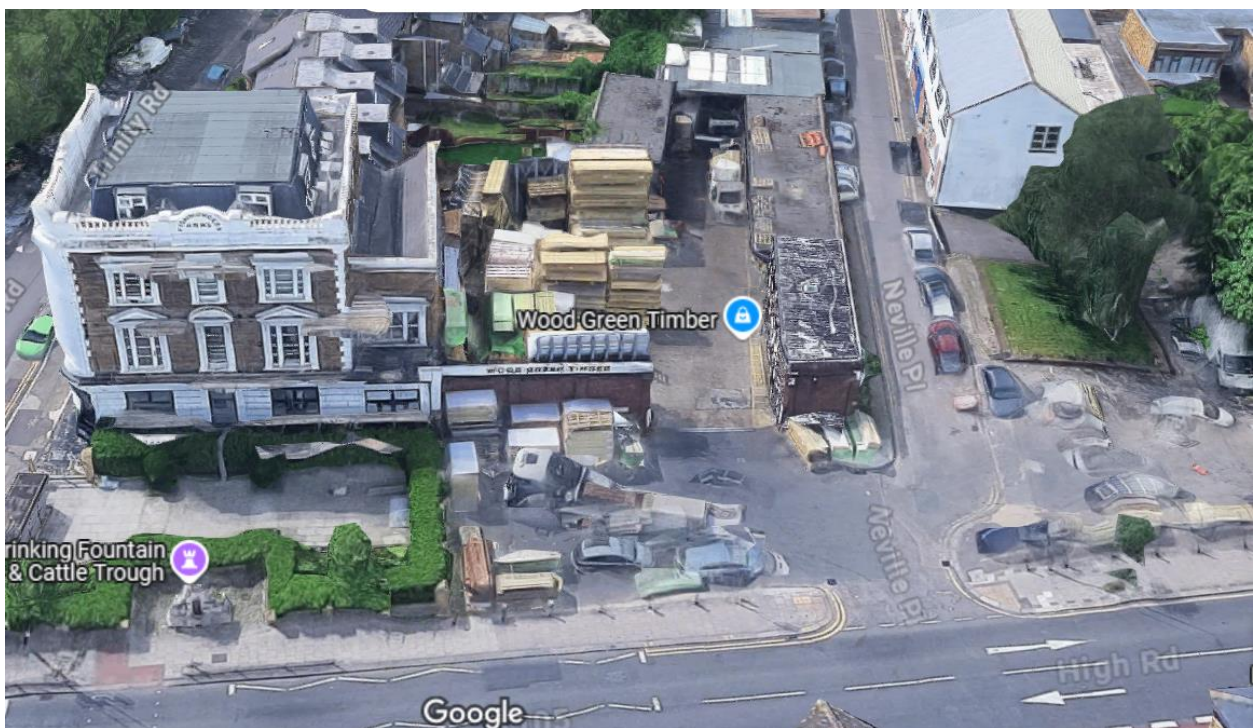


Image 1 Image of the site

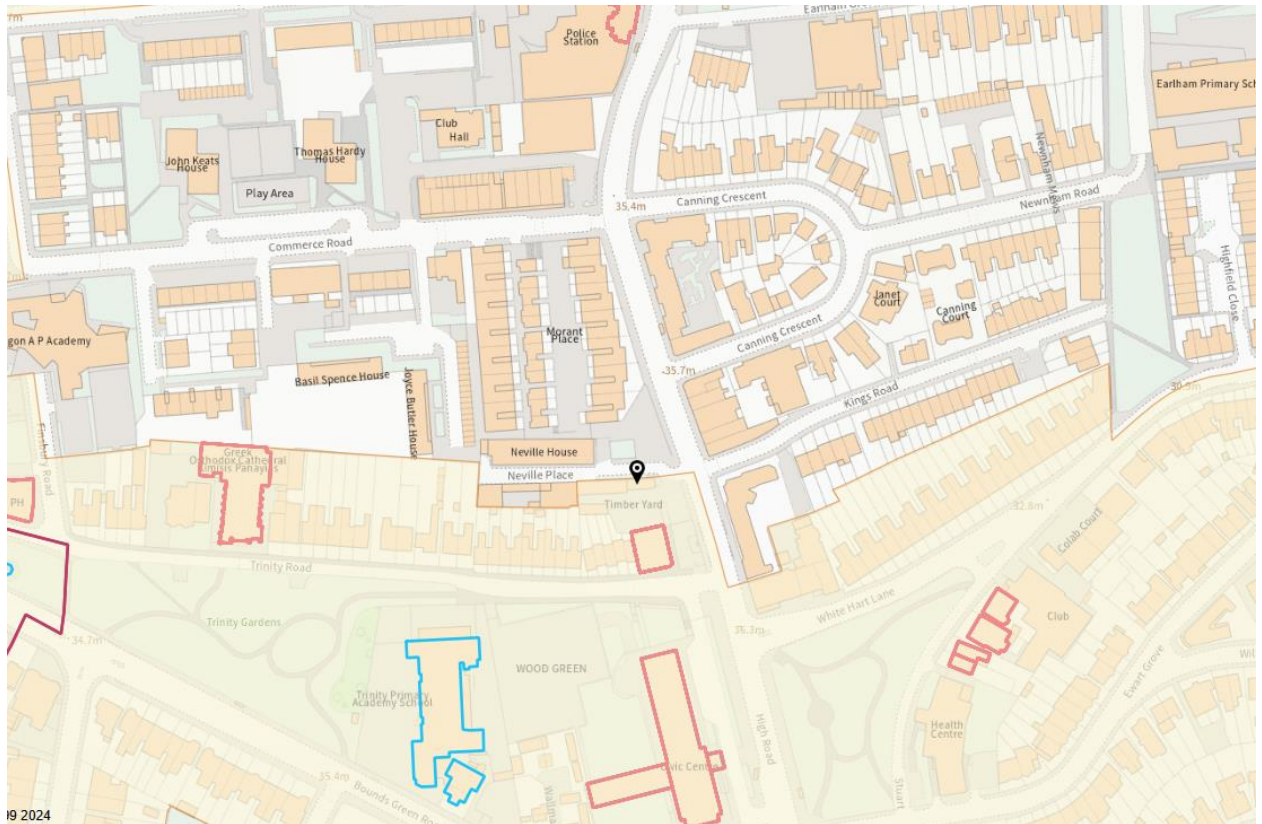


Image 2 location of site in context

4. PROPOSED DEVELOPMENT

- 4.1. The pre-application scheme proposes the demolition of the existing buildings and redevelopment of the site for residential use. The proposal consists of 2 x three to five storey buildings on the High Road frontage and part two, part\three storey mews buildings, to the rear of the site fronting onto Neville Place. The development would provide a total of 36 residential units, alongside parking and re-landscaping.
- 4.2. The proposed Blocks A and B, on the High Road frontage, would have maximum heights of five storeys. Block A would have a stepped massing, matching the three storey height of the adjoining side extension to the former Fishmongers Arms, stepping up to a four storey element before meeting the maximum fifth storey height. Block B would also have a lower four storey 'shoulder' height toward the side boundary, similar to that of the adjacent Morant Place. These buildings would be constructed of predominantly brickwork throughout.



Image 3 - Proposed Blocks A and B in High Road frontage context

- 4.3. The building line of Block B would project beyond that of the staggered massing of Morant Place. Block A would align with the line of the established building line of the former Fishmongers Arms pub. These blocks would be separated by the retained access to Neville Place. The ground floor of both buildings would provide an active frontage, including a generous lobby area / residential frontage. The remainder of the ground floors would provide cycle and refuse stores and plant areas.



Image 4 – Site layout showing Blocks A and B and Mews Terrace

- 4.4. The rear mews development would consist of a two storey brickwork building with metallic roofs, which would be broken up by roof terraces between buildings. These mews buildings would have the coherent appearance of a terrace but would comprise of ground floor 1 bed flats and upper floor 2 bed maisonettes. The ground floor homes would be served with a modest private, rear amenity space. The upper floors would have amenity spaces at second floor level, accessed from the main living area. The maisonette entrances would have generous sized lobbies, which could accommodate bike / buggy stores.



Image 5 - Proposed 'Mews Terrace' development

- 4.5. The main communal amenity area of approximately 200 sqm would be sited behind Block A and the flank elevation of the mews development. This would contain play space area and landscaping. Additional landscaping would be located at the northern corner, in front and to the side of proposed Block B. A refuse store and single parking bay would be located adjacent to the southern edge of this main amenity area, adjacent to the highway of Neville Place.



Image 6 - Main communal amenity space and parking bay, r/o Block A

5. PLANNING HISTORY

5.1. None relevant

6. CONSULTATIONS

6.1. Public Consultation

6.2. A Development Management Forum has not been considered to be necessary for this pre-application proposal as the developers undertook two online consultation events which were presented by the applicant on Monday 28 April at 7pm and Tuesday 29 April at 1pm.

6.3. Details of these events were publicised to local councillors, businesses and residents through letters. A website has also been set up for the project, which allows consultation comments to be sent direct to the applicant.

6.4. The applicant has confirmed that 41 people took part in their public engagement events and 18 responses to the applicant's associated survey were received. The feedback in these survey responses were concerns around parking; retaining access to the local businesses on Neville Close during the construction period; the relationship of the proposed scheme to existing properties (particularly Trinity Gardens); additional pressure on local infrastructure (schools, doctors etc); and the additional pressure on the existing substation and drainage,

6.5. Full details of these consultation events will be provided in a Statement of Community Involvement should a formal planning application be submitted. Local residents will also have an opportunity to provide written comments on the proposed development as part of the Council's statutory consultation process associated with any formal submission of a planning application.

6.6. **Quality Review Panel**

6.7. The proposal was assessed by the Quality Review Panel (QRP) on 5th March 2025. The QRP's report is attached as **Appendix 2**.

6.8. The Panel were generally positive regarding the site layout, height and massing. However, they highlighted potential conflicts and the need to balance amenity space, servicing and potential intensity of development.

6.9. The Panel have suggested changes to the mews development to provide family housing and suggested how entrances could be improved, removing the basement and review of siting or requirement of any commercial space.

6.10. A suggestion of alterations and greening of Highways land in Neville Place and in front of the proposed Block A was also suggested, but there is an acknowledgment that this would require approval from LBH Highways officers as it is outside of the applicant's ownership.

7. **MATERIAL PLANNING CONSIDERATIONS**

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

7.2. *Policy position*

7.3. The site, in planning policy terms is a non-designated employment use. There is no site allocation relevant to the site.

7.4. London Plan Policy E4 states that any proposal resulting in the loss of industrial / employment capacity should be suitably justified and where appropriate should be focused in locations that are well-connected by public transport, walking and cycling and contribute to other planning priorities including housing.

7.5. Policy SP8 of the 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.

- 7.6. 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.

- 7.7. Policy DM40 of the DM DPD states that support will be given to proposals that deliver community uses either as the sole use or as part of a mixed-use development. Where proposals involve the total loss of employment floorspace a financial contribution towards employment related initiatives may be sought, in line with Policy SP9 of the Local Plan (Strategic Policies) and DM48 of the DM DPD.
- 7.8. The site has a Public Transport Accessibility Level (PTAL) rating of 6(a) and is a non-designated employment site, so is therefore reasonably considered appropriate for redevelopment. Policy DM40 of the DM DPD requires a number of steps to be satisfied for a complete loss of existing employment land use on non-designated employment sites, such as this site. The loss of employment on this site may be acceptable subject to compliance with Policy DM40 of the DM DPD.
- 7.9. During the earlier stages of pre-application discussions, the applicant previously proposed to include a commercial use on the ground floor of Block B but the most recent proposal (April 2025) has now removed this unit and the applicant has provided details to support their view that this site would be unsuitable for a commercial use and would be more appropriate for a wholly residential development.
- 7.10. A full justification for a wholly residential development on the site would be required in accordance with relevant policy for the loss of existing employment use on the site. Officers are of a view that this loss may be acceptable and would be outweighed by the benefit of a more comprehensive and viable residential led scheme. If this is the case, and subject to the above, a financial contribution may be acceptable, which would compensate for the loss of employment on the site, which is in accordance with the Council's Planning Obligations SPD.

Residential Use

- 7.11. London Plan Policy H1 sets a 10-year target (2019/20-2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey. Local Plan Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 7.12. London Plan Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 7.13. 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.
- 7.14. Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 7.15. The pre-application scheme, consisting of 36 new homes would contribute towards the Council's overall housing targets and much needed housing stock including family sized homes. Officers consider that an isolated commercial use as part of the redevelopment may not be the most efficient use of the site, given its limited size and that there may be benefits of optimising the site for a wholly residential development. However, this aspect of the scheme would be comprehensively assessed upon submission of a formal planning application.
- 7.16. Accordingly, given the above policy context, the principle of a residential led scheme may be supported, which will contribute to the Borough's housing stock. However, the applicant will need to demonstrate that the benefits of redeveloping the site with a wholly residential development outweighs the loss of the current employment use of the site or any alternative commercial or community use.
- 7.17. *Scale, Massing and Detailed Design*

- 7.18. 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.
- 7.19. 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.
- 7.20. 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.
- 7.21. 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.
- 7.22. The existing timber merchant site contains single storey warehouse storage buildings and open storage. The buildings currently occupying the site have limited architectural merit nor any potential to be retrofitted. As such demolition of the existing buildings is considered acceptable if a more appropriate redevelopment of the site can be achieved.
- 7.23. The existing built form in the surrounding area is predominantly four storeys along this part of the High Road frontage, with a more conventional residential scale to the rear. In this existing context, Officers consider the staggered height of the proposed buildings fronting the High Road (A and B) would provide an acceptable transition between the existing link of the former Fishmongers Arms and the existing massing of Morant Place along the northern site boundary. The scale, height and massing of the proposed buildings on the High Road frontage are considered to be appropriate within the site's context. The layout, height and massing has also been supported by the QRP.
- 7.24. The two / three storey height of the 'Mews Terrace' building (located behind the buildings, A and B, fronting the High Road) is considered to be a suitable transition to the more residential setting. The proposed recessed and angled roof profile would allow for roof terraced areas between each of the upper floors, thus breaking up the massing at roof level. The 'Mews Terrace' buildings would have independent street access and generous internal lobby areas. The street level is proposed to be enlivened through the use of benches / planting and larger windows, incorporating QRP advice.

- 7.25. The High Road buildings (Blocks A and B) would be constructed in brick with a strong base, middle and roof level and inset balconies. The mews building would have a brick base with recessed metallic sheet roofs. The simple palette of materials is supported. Window openings in both blocks A and B and the 'Mews Terrace' have been increased and amended following QRP comments.
- 7.26. A commercial unit was previously proposed in the base of Block B, but this has since been removed to provide a residential unit and additional storage areas for bikes and plant machinery. This is in part due to a perceived lack of demand for a commercial / community use and allows for the removal of the basements in Blocks A and B, which in turn 'unlocks' the potential to provide a residential development of high quality. The removal of the basements was suggested by Officers and QRP.
- 7.27. Pre-application proposals included substantial landscaping in front of Block A. However, Transport Officers have commented that although that area of land has been (and currently still is) used by the applicant for material storage, it is actually Highways land and therefore outside of the applicant's ownership. It is unclear at this point how the Council's Transport officers might progress the use or design of that area of land or what would be required in any potential S278 but significant landscaping is unlikely to be appropriate. Discussions are continuing to resolve how best to address that area.
- 7.28. The proposal would provide approximately 200 square metres of communal amenity space in the form of play space and landscaping, which would be sited behind Block A. There is potential for a further two parking bays to be provided adjacent to this area if the need for those spaces arises. An additional landscaped area would be sited in front of Block B and along the northern boundary of Morant Place.
- 7.29. Overall, officers and the QRP agree that the proposed layout, scale and massing is broadly appropriate for this site, subject to design refinement.
- 7.30. *Heritage impact*
- 7.31. The site is partially located within the Trinity Gardens Conservation Area and is adjacent to the locally listed former Fishmonger's Arms. The proposal will have additional prominence in some longer views into and out of the conservation area and preliminary views have been tested.
- 7.32. The proposed staggered footprint of the High Road buildings stepping back to align with the adjoining Fishmonger's Arms has been supported by the Conservation Officer, as this approach would establish a transition between these two buildings. The detailing of this link is subject to ongoing discussion but is broadly supported at this stage.

7.33. Further discussion of the materiality and the refinements and greater detail of the link to the former Fishmonger's Arms are welcomed but have been well received so far from officers.

7.34. *Affordable Housing*

7.35. The London Plan requires a minimum of 35 per cent affordable homes threshold (and other eligibility criteria) to be achieved in order to be applicable for the Fast Track Route, thus avoiding a viability review. The Council's Local Plan requires a minimum of 40% affordable homes. It is unknown, at this stage what level of affordable housing the development will be able to achieve. The applicant is engaging a viability consultant to evidence what level of affordable housing can be reasonably delivered on that site and the Council will appoint a viability consultant to independently review the viability assessment and ascertain whether the scheme can provide affordable homes.

7.36. *Layout and living conditions*

7.37. All proposed new homes would exceed minimum space standards including bedroom sizes, complying with policy. All dwellings will be required to be well laid out, to provide useable living spaces and sufficient internal storage space. The proposed angled layout of the massing of Blocks A and B will aid the provision of dual aspect homes. Likewise, for the layout of the mews apartments and maisonettes. All of the proposed homes would have private amenity space in the form of a balcony that meets the requirements of the Mayor's Housing SPG. It is noted that QRP made observations about usability of some of the flats and the applicant is working on refining these.



Image 7 – 'Mews Terrace' ground floor layout

7.38. The main amenity space for all future residents would be sited behind Block A and this will provide doorstep play equipment for the youngest children. This would be approximately 200sqm, with a landscaped buffer between this space and the ground floor residential units. An additional landscaped area would be sited in front of Block B and along the northern boundary of Morant Place. Ecology and urban greening will be incorporated into the design of the landscaping and roofscape of the proposed buildings.

7.39. *Amenity of Nearby Residents*

7.40. The scale, mass and siting are of particular importance given the proximity to the residential dwellings in Morant Place, along the northern boundary of the site, and the rear of the terrace along Trinity Road, which the proposed mews development would back onto.

7.41. The staggered footprint and setting off from the boundary from Morant Place is expected to minimise any oppressive impact of the development on the nearest windows in the front elevation of that building. Detailed assessment of layouts of these neighbours and potential impact will be required.

7.42. There are existing buildings and structures along the rear of the existing timber yard in the area of the proposed mews building. The applicant has highlighted that all rear windows in the main rear elevations of 1-9 Trinity Road are approximately 17 metres from the rear of the proposed mews. Approximately half of the proposed ground floor would be flush to the rear boundary, with a small ground floor terrace proposed in the inset area. The first floor would be largely set back from the rear boundary by approximately 2.5m, but part of that massing (approximately 2.8m wide) would be flush to the rear boundary. That section would have a sloping roof at second floor level. This is considered to be a reasonable approach to massing and attenuating a sense of enclosure for the neighbours in Trinity Road but will be assessed in full by officers should a formal planning application be submitted.

7.43. The rear gardens in the eastern end of the terrace (1-5 Dogan Terrace) are shorter than those of 1-9 Trinity Road but the area to the rear of these gardens is not proposed to have significant development, as this area would be used as the main communal amenity space for the proposed future residents. The massing of Block A and impact on these neighbours will need to be examined in more detail as the proposal progresses but the relationship appears to be reasonably designed to mitigate any significant impacts on amenity concerns.

7.44. Further daylight, sunlight and overshadowing testing will be required to satisfy that the proposed development does not have a material adverse impact on residential windows or shading of gardens. This is particularly relevant given the southern siting of the rear gardens along Trinity Road in relation to the site.

- 7.45. Rear windows are proposed at first floor in the set back part of the rear elevation. Detailed floor plans are yet to be finalised but these windows are likely to serve habitable rooms, so are expected to be clear glazed. It is considered that the distance between these windows in the rear of the Trinity Road houses is sufficient to mitigate significant overlooking but will be considered in full by officers should a formal planning application be submitted.
- 7.46. A series of roof terraces are proposed as part of the mews buildings, breaking up the massing of the second floor. As with the first floor windows, the setback from the rear boundary is considered to mitigate significant overlooking of existing windows and gardens in Trinity Road. It should be noted that these, as with most gardens in urban settings, are already overlooked by existing neighbours but the introduction of significant overlooking is still a relevant consideration. The proposed design appears to be successful in this regard, but officers will assess this in more detail through site visits and a detailed assessment as part of any formal submission of a planning application.
- 7.47. The rear balconies in Blocks A and B would be sited and designed to avoid any material levels of overlooking of existing neighbours.
- 7.48. The opposite, northern side of Neville Place is occupied by commercial units at ground and first floor. The distance between the front elevation of that commercial parade and the proposed mews buildings would be approximately 9 metres. This is a tight relationship and will need to be addressed in order to avoid any material loss of amenity as part of any formal planning application.
- 7.49. As mentioned above, BRE assessment will be required with the planning application provided in relation to daylight / sunlight / overshadowing requirements to ensure that the amenity of neighbouring residents is not materially affected.
- 7.50. *Transportation and Parking*
- 7.51. The site has a Public Transport Accessibility Level (PTAL) rating of 6a – Excellent. A single blue badge parking bay is proposed to the rear of Block A, between the main amenity space and Neville Mews highway land. A small strip of landscaping in this part of the amenity space will be designed so that it could be converted to accommodate further parking if required.
- 7.52. Cycle parking for the High Road blocks would be accommodated in the ground floor and would provide ample space for storage of bikes and larger bikes. The maisonettes in the mews are proposed to have generous lobby areas that could accommodate bicycle storage, as well as potential for push chairs or other storage.

7.53. The ground floor flats would not be able to accommodate such lobbies, so are expected to have access to the cycle store in the High Road blocks. These are easily accessible to mews residents, with desirable proximity to the entrance / exit route of the site.

7.54. *Sustainability, biodiversity and ecology*

7.55. 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.

7.56. 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.

7.57. 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

7.58. Sustainability and low carbon will be a key actor in the detailed design and should inform materiality, fenestration and layout. The applicant has initially proposed to maximise the flat roof areas for PV panels and use of air source heat pumps.

7.59. The QRP had suggested bold window designs and the applicant has responded with use of panelled sections to the openings, aware that increasing the amount of glazing would have impacts on overheating. The angled floor plans allow for greater dual aspects and passive ventilation. The proposal will require assessment against current policies.

Appendix 1 – Plans and Images
Appendix 2 – Quality Review Panel report

APPENDIX 1 - PLANS AND IMAGES

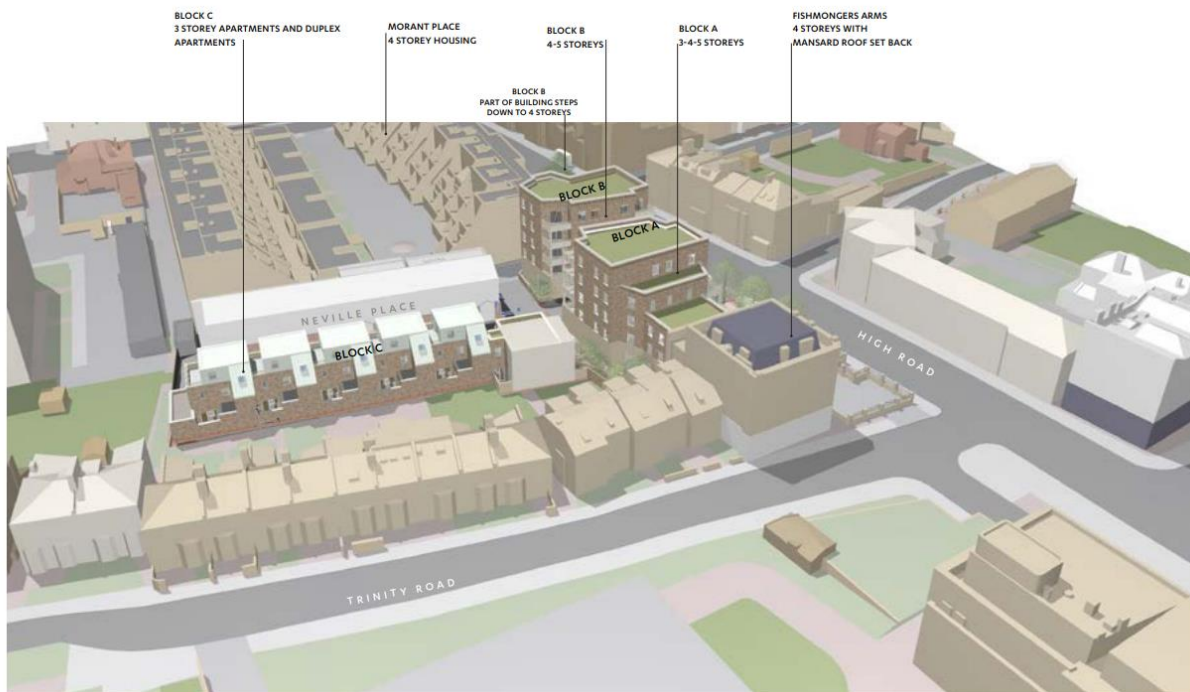
Existing Site Plan



Proposed Site Layout



Overview of massing



Images of High Road



Entrance detail of Blocks A and B



View of Block B



Image of Mews and r/o Block A



Image of proposed mews, amenity space and parking bays



APPENDIX 2 – QRP NOTES

CONFIDENTIAL



London Borough of Haringey Quality Review Panel

Report of Full Review Meeting: Wood Green Timber Yard

Wednesday 5 March 2025
Alexandra House, 10 Station Road, London N22 7TY

Panel

Andrew Beharrell (chair)
Phil Askew
Angie Jim Osman
Paddy Pugh
Craig Robertson

Attendees

John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	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
Saloni Parekh	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Report of Full Review Meeting
5 March 2025
HQR146_Wood Green Timber Yard

CONFIDENTIAL

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

Wood Green Timber Yard, 289-295 High Road, London N22 8HU

2. Presenting team

Alan Peacock	Stockwool Architects
Ewout Vandeweghe	Stockwool Architects
Warren Standerwick	Standerwick Land Design
Frances Young	SY2 Planning
John Silvester	Wood Green Timber Yard
Tom Silvester	Wood Green Timber Yard

3. Planning authority briefing

The 0.22 hectare site is currently in use as a timber merchant. Whether or not the loss of employment space would be acceptable needs to be justified by the applicants and agreed with the council. The site is not allocated, and is outside the designated town centre.

The site is bounded to the north by Morant Place, a staggered four-storey development, and to the south by the back gardens of two-storey houses on Trinity Road. The rear of the site is on Neville Place, which is an adopted highway and contains a row of two-storey employment buildings. The highway is currently used as a controlled parking zone. London Borough of Haringey Highways Department is unable to formally release the land in front of the Timber Yard for landscaping and amenity space.

The south of the site, up to the highway of Neville Place, is located within Trinity Gardens Conservation Area. The site adjoins the locally listed former public house (Fishmongers Arms), and there is a Grade II listed fountain in front of the pub. The Grade II listed Civic Centre and Trinity Academy primary school are also nearby.

A mixed-use development is proposed in two buildings, three to five storeys tall (plus a basement level) on the High Road frontage, and a three-storey mews building on Neville Place. This will provide 36 homes and 100 square metres of commercial use, alongside parking and landscaping.

Officers asked for the panel's comments on the quality of accommodation, relationship to neighbours, response to heritage, public realm and landscaping.



CONFIDENTIAL

4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel welcomes the site layout, height and massing, and building typologies, which are well considered and respond appropriately to the historic setting. However, the conflicts between amenity, play, parking, and servicing on the ground plane are symptoms of the intensity of development, and need to be resolved. It may be necessary to alter the quantum of development to find the optimum that the site can support without compromising on quality.

The panel supports the relationship with the conservation area but asks that long views of the church spires are protected as the scheme develops. Significant further work is needed to ensure that the ground plane will deliver for the people who will live and work here, as well as for the wider community. An alternative solution should be found for the children's play space, which is next to refuse and parking, and likely to be overshadowed. Neville Place could be remodelled as a shared surface mews, the Blue Badge parking reduced and relocated, and the play space extended. The highway land and the land in front of the former Fishmongers Arms should make a significant contribution to the high street setting and public realm greening. The project team is encouraged to work with Haringey officers and neighbours to resolve the land ownership and use issues for public benefit.

The project team should consider replacing the proposed mews flats with a terrace of mews houses on Neville Place. This would resolve many of the design issues, and provide more suitable family housing than upper floor flats. The panel suggests carrying out a detailed review to check that all rooms are of an appropriate size and shape to be usable, and that entrances are welcoming. The panel suggests that a community use, in the proposed wing adjoining the former Fishmongers Arms, would be more successful than a commercial space. The success of the architecture will depend on the quality of the detailing and execution. A simple brick materials palette is recommended, with further articulation to create a distinctive external appearance, especially on the High Road elevations.

The panel suggests that the basement is removed to reduce embodied carbon and encourage residents to use the bicycle store. Further work is needed to improve the form factor and reduce heat loss. The windows should be sized in relation to noise, daylight, resident quality of life, and the wider context, as well as overheating.

Site layout

- The panel supports the site layout, which will help to repair the urban fabric. The two mansion blocks fronting onto the High Road and a mews terrace on Neville Place are an appropriate solution for the site, and could relate well to the existing context while also referring back to the historic building footprints.
- However, the ground plane is under significant pressure to meet the scheme's amenity, play, parking and servicing needs, and the highway land to the front of Block A shows amenity space that may not be deliverable. The panel is also



CONFIDENTIAL

concerned that the floor layouts will not have sufficient flexibility to accommodate any adjustments needed for Building Regulations compliance at the next stage of design development.

- The project team is asked to reconsider the intensity of the development and to find a level that will optimise the site's potential. It suggests that the scheme would be more successful if the quantum is slightly reduced.

Response to heritage

- The panel supports the relationship that the scheme establishes with Trinity Gardens Conservation Area. It thinks that the proposed footprint has been extended as far as it can be, but nevertheless forms a positive response to the heritage setting of the high street and the locally listed Fishmongers Arms.
- As the scheme is refined, the project team should ensure that long views of the nearby church spires and the cupola of Trinity Primary Academy school are not lost. These are an important characteristic of the conservation area.
- The panel is comfortable with the idea of moving the sign on the exterior of the Fishmongers Arms building so that it can be retained when this scheme abuts the flank wall, as long as it remains on the former pub building. Views should be tested to ensure the sign is clearly visible in its new location.

Landscape

- The conflicts between servicing, amenity and parking needs have led to a compromised set of conditions on the ground plane, particularly for the children's play space which is squeezed between the buildings, the refuse store and the Blue Badge parking bays. As well as requiring children to play next to refuse and vehicles, this leftover space is likely to be overshadowed. The panel asks for an alternative solution that will create a high-quality, green and sunny play space, with a place for parents to sit.
- The panel understands that curb-side parking has already been allocated, but strongly encourages the project team to explore (in collaboration with planning officers) whether Neville Place could be pedestrianised or shared surface. If the number of Blue Badge parking bays could be reduced to reflect the minimum provision, it may also be possible to relocate them to a more suitable kerbside location. This would allow the play space to extend to Neville Place, prioritising the quality of the outdoor environment for residents over vehicles.
- The ownership and legal use for the highway land to the front of Block A is not clear. This space could make a significant contribution to greening the high street, providing a suitable setting for the buildings, doorstep amenity, and green relief from the busy High Road. If the land in front of the Fishmongers Arms could also be released and integrated, it would deliver a continuous, green public realm. The project team, highways officers and landowners are



CONFIDENTIAL

encouraged to collaborate to resolve the current issues and transform the high street frontage.

- The panel recommends further work to ensure that the tree planting strategy can be delivered. The highway land is the only space on the site that would be sufficient for planting trees of stature, which will be important to provide shade and screening for residents.
- Neville Place mews is dominated by hard landscaping in the visualisations. The panel suggests finding ways to soften the threshold space in front of the homes so that it will feel safer, more human, and will allow residents the opportunity to take ownership of the space for gardening. This has been achieved in similarly constrained urban spaces in Amsterdam simply through greening and seating.
- A significant amount of space on the private terraces is consumed by the air source heat pumps. The panel advises reviewing whether this is the best location for them, and providing accurate figures for the amount of space remaining for resident amenity.

Quality of accommodation

- The panel is concerned about the strategy of splitting the mews houses along Neville Place into flats. Ten flats with the larger family homes on the upper floors is overly complex, and requires families to climb a staircase as soon as they arrive home, with inadequate space for arrival and storage at ground level.
- Seven houses could be cheaper to build, easier to market, and help the project team to provide affordable family homes. This solution would also mean that each house would deal with its own refuse, removing the need for the bin store at the end of the mews next to the children's play space. The panel thinks that this alternative solution is worth exploring for its multiple commercial, design and planning benefits.
- Further work is needed to check that all home layouts will work in terms of both functionality and welcome. Practicalities such as a space to store prams or shopping should be considered, particularly for the upper floor homes. The entrances would also be improved by adding a threshold space.
- The internal views are welcome, and help to convince the panel of the usability of the living rooms in some cases. However, many of the homes are tightly planned, with little flexibility.
- The external massing, angled in response to the context, has led to unusual room shapes inside many of the flats. The panel is concerned that these homes will be difficult to furnish. The flat in the southeastern corner of Block B is particularly challenging as the bathroom, bedroom and balcony doors all open onto the open plan kitchen-living room.



CONFIDENTIAL

- The panel suggests carrying out a detailed review of every home to check that all rooms are of an appropriate size and shape to be usable. It may be necessary to remove some habitable rooms, or for two smaller flats to be combined into one.

Commercial space

- The panel recognises the planning policy to retain employment uses on the site, but is concerned that the commercial space may not be attractive to a suitable tenant compatible with the residential setting, and could lie empty.
- If this could provide space for a community use, then the panel recommends relocating the space to the southern part of the ground floor of Block A. A generous community space here could benefit from light at both the front and back of the building, connecting the children's play space to the potential landscaped frontage on the high street, and creating a more sophisticated junction with the former Fishmongers Arms.

Architecture

- The proposed massing with angled corners could work well, but its success will depend on the quality of the execution and the panel has not yet seen enough details to comment. The panel advises further work to ensure that the buildings' complex stepping is well resolved. Details such as material junctions, rainwater pipes and soffits should also be considered, as these will make a significant difference to the quality of the completed buildings.
- The panel suggests using a simple materials palette to avoid complex detailing where possible. The change in material for the upper floors of the mews terrace may not be necessary.
- Brick works well as the primary material and the panel welcomes the articulation of the soldier course around the building parapets. However, the façades have a relatively austere appearance at present, particularly at ground floor level where the base of Blocks A and B should be more distinctive in response to the adjacent former Fishmongers Arms and the wider conservation area.
- The panel recommends further articulation of the front elevations of Blocks A and B to create buildings with appropriate stature and presence for the high street's historic setting. This could be achieved through increasing the floor to ceiling height of the ground floors, as well as through detailing and materials. The panel also recommends elaborating the entrances to create a sense of dignity and arrival.
- The proportions of the windows are small relative to the neighbouring existing buildings. If the overheating assessment results mean that they cannot be



CONFIDENTIAL

increased in size, then the panel recommends articulating the plane of brickwork surrounding the windows to better respond to the context.

- The panel discourages the use of screens on the mews windows fronting Neville Place. While resident privacy is important, curtains or blinds would achieve this with greater flexibility than fixed screens. The panel accepts that privacy at the rear of the mews is more sensitive because the existing back gardens have established privacy. However, the distance is sufficient to not require screens. The strategy of creating mews houses rather than stacked flats could also help to mitigate this, as the kitchens and living rooms could be rearranged to reduce overlooking.
- The balconies could be more elegant, with the corner posts made slimmer or eliminated. The panel also asks that the balustrade height and detailing are designed to consider privacy. This will reduce the likelihood of residents on the more exposed frontages erecting unsightly screens on their balconies.

Sustainability

- The proposed basement is an expensive and carbon intensive solution for bicycle storage and plant space. The panel asks for a whole life carbon assessment to be completed to inform the best possible solution.
- The panel suggests that having all bicycle storage on the ground floor will make access easier for residents, encouraging active and sustainable travel. Bicycle stores can also become a positive point of activation for the streetscape. There are precedents of bicycle stores with windows, rather than dead frontages, in Cambridge and Scandinavia that could be useful.
- The scheme's energy use intensity figures are unexpectedly high despite low U-values, which suggests that the proposed form factor could be causing heat loss. The panel advises further work to resolve and improve this. Passivhaus design should be considered.
- The panel understands that the building regulations on overheating have led to the proposed window opening sizes. However, these do not feel sufficiently generous for good resident quality of life, or to respond to the grandeur of the high street context. The window openings should be shaped in relation to noise and daylight assessments as well as overheating.
- The project team is encouraged to ensure that the sustainable drainage system, including permeable paving, are embedded in the landscape designs to improve the scheme's climate resilience.

Next steps

- The Haringey Quality Review Panel would welcome the opportunity to review Wood Green Timber Yard again at an Intermediate or Chair's Review.



