

Pre-application briefing to Committee Item No.

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2015/0001

Ward: Tottenham Hale

Address: Land at Hale Wharf Ferry Lane N17 9NF

Proposal: Hybrid planning application for :- Demolition of existing structures and erection of blocks consisting of primarily residential accommodation ranging from 4 to 21 storeys and providing up to 502 dwellings with some commercial floor space, parking and retention of 3 no commercial barges.

Applicant: Isis Waterside Regeneration

Agent: Sean Bashforth – Quod Planning

Ownership: Private

Case Officer Contact: Robbie McNaugher

2. BACKGROUND

2.1 The proposed development is being reported to Planning Sub Committee to enable members to view the proposal at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that an application will be submitted in March and the proposal will be presented to the Planning Committee later in the year.

3.0 SITE AND SURROUNDS

3.1 The application site is located off the A503 Ferry Road at Tottenham Hale and comprises land bound by the River Lee Navigation Channel to the west and the River Lee Flood Relief Channel to the east. The application site measures approximately 2 hectares.

3.2 There are currently multiple light industrial units on the eastern part of the application site, including motor vehicle workshops, a waste transfer site, a pallet company and a wood joinery facility. At the southern end of the application site, there is an existing commercial office building, a restaurant and an electricity substation. Mooring of boats takes place along the western boundary, either on the bank or a jetty, which is accessible from the centre of the site. A footpath runs along the western boundary of the application site until it reaches the land occupied by the pallet company to the north. Temporary fencing separates the footpath from a series of car parking spaces used for either vehicles for repair

associated with the motor vehicle workshops or porta cabins for the waste transfer site. The surface covering of the application site is predominantly hardstanding.

- 3.3 Road access is from the A503 Ferry Lane at the southern end of the application site. Public transport links include Tottenham Hale Station, approximately 300 m west, and bus stops on Ferry Lane opposite the application site.
- 3.4 The application site is surrounded by the controlled waters of the River Lee Navigation Channel to the west and the River Lee Flood Relief Channel to the east, which form part of the Blue Ribbon network under the London Plan. In addition, the application site and its surrounding areas form part of the Lee Valley Regional Park. The Paddock, a Community Nature Park and area of Green Belt, is located to the east of the application site across the River Lee Flood Relief Channel. The Paddock and the River Lee channels to the east and west of the application site form part of a large composite Metropolitan Site of Importance for Nature Conservation (SINC). The associated areas to the SINC also include Walthamstow Marshes and Reservoirs, located approximately 15 m to the east of the application site across the flood relief channel from its closest point. These form part of the Lee Valley Special Protection Area (SPA), Ramsar site, Important Bird Area and Walthamstow Reservoirs Site of Special Scientific Interest (SSSI).
- 3.5 The area to the south of the application site is predominantly residential. The area to the west comprises industrial land and a number of recently developed residential blocks and areas under construction.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is to redevelop the site with a mixed use scheme with residential and employment uses, along with the retention and increased provision of commercial mooring facilities along the western boundary. The current scheme shows approximately 502 residential units. With building heights ranging from 15 to 21 storeys at the south to 4 and 5 storeys at the north. The employment uses are provisionally a café and additional 'business barges' on an extended pontoon on the west of the site.
- 4.2 Vehicular and pedestrian access will be via Ferry Lane, the proposal includes 2 pedestrian and cycling bridges linking the site to Mill Mead Road and the Paddock crossing The River Lee Navigation Channel and Pymmes Brook to the west and the River Lee Flood Relief Channel to east respectively. 10% of the residential units will be wheelchair accessible.
- 4.3 The development will be delivered over two phases and the forthcoming application will therefore be a Hybrid application with the first phase, Blocks A and B (21 storey and 15 storey apartment buildings), submitted in full, and the

remaining blocks, Blocks C to L, submitted in outline. It is proposed to connect the site into the energy centre at Hale Village. This relies on using the new bridge to carry services to the site. Landscaping and public open space will be incorporated into the scheme, the majority to be approved under reserved matters.

- 4.4 Currently the site is in very poor ecological condition, is polluted, overgrown and largely hard surface with no drainage. The scheme overcomes this, as well as adding new green open space, by planting both banks.

5. PLANNING HISTORY

- 5.1 HGY/1991/0276 GTD 18-07-91 Hale Wharf Ferry Lane London Change of use from open land to storage of plant and machinery (scaffolding yard). Erection of portacabin.
- 5.2 HGY/1992/1003 REF 24-11-92 Hale Wharf Ferry Lane London Change of use of north part of Hale Wharf to waste transfer station.
- 5.3 HGY/1993/0974 GTD 02-11-93 Hale Wharf Ferry Lane London Erection of 8 feet high steel palisade fence.
- 5.4 HGY/1996/0016 GTD 06-02-96 D W Spinks Ltd Unit 3, Hale Wharf Ferry Lane London Change of use of the premises from (B8) storage to B1, B2, and B8 for use as paper embossers with ancillary offices and stores.
- 5.5 HGY/1996/0445 GTD 25-06-96 Hale Wharf Ferry Lane London at second floor and the creation of a residential unit at third floor level. External alterations and extension to existing building. Heritage Brewery Public House at ground floor, restaurant use Change of use of ground and second floors from office use to
- 5.6 HGY/1998/0883 GTD 11-08-98 Hale Wharf Ferry Lane London Erection of 2 storey rear extension.
- 5.7 HGY/2005/1036 GTD 24-04-06 Hale Wharf, Ferry Lane London Provision of 4 x business barges and associated mooring facilities, landscaping and associated parking.
- 5.8 HGY/2006/1741 GTD 30-10-06 Hale Wharf, Ferry Lane Tottenham London Provision of 4 x business barges with associated mooring facilities, landscaping and associated parking.
- 5.9 An EIA Screening opinion has been issued advising that an EIA is required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (reference HGY/2014/2689).

6. CONSULTATION

6.1 Internal/external consultation:

6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. There has been no external consultation as yet as the planning application has not yet been submitted.

6.3 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. It is understood that some early engagement has taken place and formal exhibitions will take place shortly.

6.4 Development Management Forum

6.5 The proposal is to be presented to a Development Management Forum in the very near future. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

6.6 Quality Review Panel

6.7 The proposal was presented to a Quality Review Panel on 18 November 2015.

6.8 The response was largely positive the panel finding much to admire in the site analysis and evolving development strategy. The panel noted that the site has huge potential for development, and although it offers many challenges, there is an opportunity to create a unique place and at the same time to enhance the surrounding area. The panel expressed concerns regarding the access points to the site (both vehicular and pedestrian), and the lack of a welcoming sense of arrival from Ferry Lane. The panel supported the concept of the internal 'street', but expressed caution that unless very carefully designed, this central space could become dominated by car parking. The panel felt that the proposed density of development was broadly appropriate, but recommended a reduction in the height and massing of development to the south, with redistribution of development across the site. In particular, the panel felt that the northern tip of the site could be an appropriate location for a taller building. They recommended as design work continues that further thought will be needed to ensure that this scheme responds to the Haringey Quality Charter (Haringey Development Management Policy DM1), in terms of the quality of the places created, links to surrounding areas, sustainability, and the mix of uses proposed.

6.9 A further review is scheduled for the 20th January, the feedback will be tabled for Members at sub-committee.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the proposed development are:

1. *Principle of the development –*

The principle of the redevelopment of the site for residential purposes is broadly acceptable and is in accordance with the emerging Tottenham Area Action Plan allocation (TH9), subject to the suitable justification for the loss of the existing employment use of the site.

2. *Design, density and appearance –*

As set out above the proposal has been to the Quality Review Panel on 18th November 2015 and received broad support. The applicant has since amended the design to address their concerns, although not all comments can be incorporated due to the sensitive nature of the site. The panel had mixed views on the design of the buildings at the south of the site, the height of these buildings has not been amended but the layout has been altered. The applicant will present a more detailed proposal to QRP on the 20th January.

The emerging Tottenham Area Action Plan provides a number of design guidelines notably

- Improve connections to the Paddocks open space
- Enable the ongoing operation and maintenance of the lock gates
- have regard to environmental and ecological interests in the locality, particularly relating to the water environment and habitat of the Lee Valley Regional Park
- Include a range of unit sizes and types and take advantage of the site's suitability for family housing.
- Building heights will have to respond to the proximity and 'openness' of the Green Belt
- Buildings should be orientated to allow a continuous sight line from the Green Link into the Lee Valley Regional Park

London Plan Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan. The site is considered to be Urban with a PTAL of 4 to 6 so the recommended density is 70–260 units per hectare the proposed density would be within this range at 251 u/ha (502 units/2 Ha)

3. *Affordable housing –*

Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% (40% in the published draft revised Local Plan) of affordable housing contributions to the Borough's affordable housing stock. However, subject to viability any proposed scheme providing less than 50% affordable housing must submit a viability report for assessment. The applicant has not presented a formal proposal for the level of affordable housing as yet.

4. *Quality of accommodation –*

London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space.

5. *Housing mix –*

The proposed mix of units is largely 1 and 2 bed units with some larger maisonettes to the south of the site. One of the larger blocks is likely to be for Private Rent (known as PRS). This overall mix considered to be acceptable, with a good proportion of family-sized units to meet the aspiration for a balance of new housing in this area.

6. *Impact on residential amenity*

In this instance there are no properties in close proximity to the site which are likely to be affected by the proposal. The overshadowing effect of the proposal will be an important consideration.

7. *Parking and highway safety*

The site is located in an area with a high public transport accessibility level where development plan policies support developments with low levels of car parking provision. Transportation Officers have advised that parking provision should include 1 car parking space per wheelchair accessible unit and where possible 1 car parking space per 3 or more bed unit. They recommend that the applicant must also consider how the proposed development will be serviced and parking for visitors.

However the parking provision required will ultimately need to be balanced against the aspiration to provide a high quality design and public realm and the ecological constraints of the site

The scheme includes provision for a pedestrian bridge over Pymmes Brook and the River Lee which will provide good pedestrian access to Tottenham Hale station via the new access connection in Hale Village. Officers have advised that the footbridge must be compliant with the Disability Discrimination Act (DDA) 2005 and the connection to the green link from Hale Wharf will be a critical element of the project to improve

pedestrian links to the site and into the Lea Valley Regional Park, this is likely to be in the outline element of the scheme.

The proposed development will have to be supported by a transport assessment (TA).

8. *Accessibility –*

All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.

9. *Sustainability –*

The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. The Council will expect the proposed scheme to facilitate a connection to the existing decentralised energy network in Hale Village. This would be expected to be outlined in an Energy Strategy to be submitted with any application.

10. *Flooding and drainage*

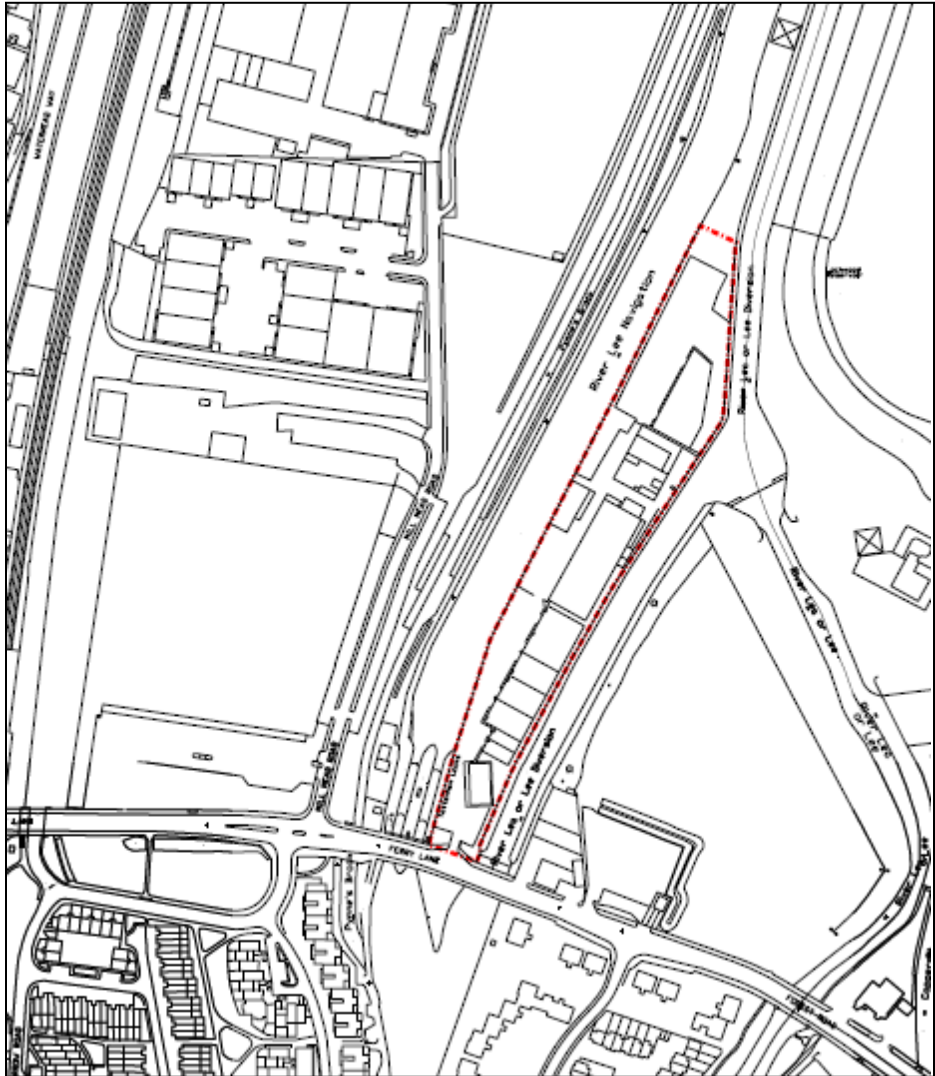
The site lies within the Flood Zone 3a (high probability) and any forthcoming application will require a site-specific flood risk assessment. The applicant has carried out initial flood modelling for the site which demonstrates that the site levels are above the flood levels but further discussions need to take place on the detailed design of the scheme.

It is expected that developments utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

It is also required that drainage be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation.

7.2 These matters are to be assessed prior to the application being considered at Committee.

Site Location Plan

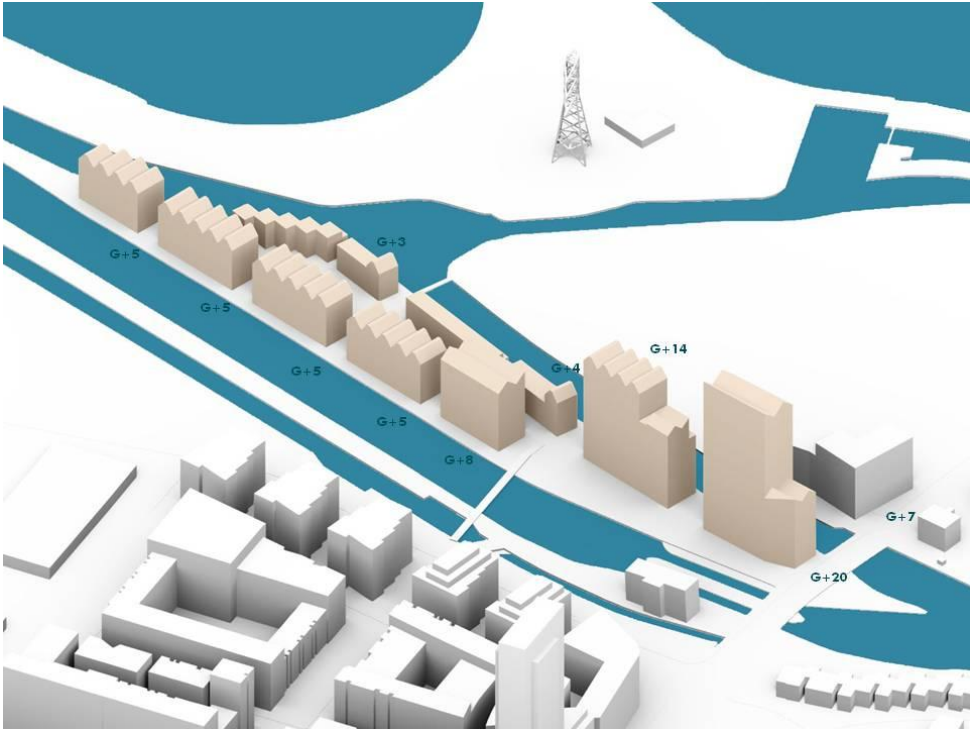


PLANS AND IMAGES

Proposed site plan



Current proposed scale and massing



Indicative CGI looking north



Aerial View

