

Pre-application briefing to Committee Item No.

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2016/0010

Ward: Tottenham Hale

Address: Station Square West, Station Road, Tottenham Hale N17 9JZ

Proposal: A tall building of up to 17 storeys comprising of non-residential floor space on the ground floor and approximately 136 new homes.

Applicant: Berkeley Square Developments Limited

Agent Sophie Hitchins – Nathaniel Lichfield & Partners & John McAslan & Partners

Ownership: Private and Council

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. Pre-application discussions have only recently commenced however the application is on an accelerated programme to avoid the uncertainty around 'Starter Homes' which may come into force in September. It is anticipated that an application will be submitted in September and the proposal will be presented to the Planning Committee early 2017.

3.0 SITE AND SURROUNDS

3.1 The site comprises the 0.094 hectares of commercial land at the junction of Station Road and Watermead Way. The site contains a car park and advertisement hoardings. The adjacent site to the west contains a 9 storey Premier Inn Hotel which is close to completion and will open later this year.

3.2 The site is in Flood Zone 2, an Area of Archaeological Importance, Tottenham Hale local Employment Area within the current Local Plan and Saved Policies and a growth area and the Town Centre within the emerging Local Plan Policies.

3.3 The site is part of a larger 2.7 Ha site allocation in the draft Tottenham AAP; TH4; Station Square West for the whole 'island' surrounded by Watermead Way, Hale Road and Ferry Lane. The site is also part of the District Centre Framework Masterplan and the Housing Zone.

4. PROPOSED DEVELOPMENT

4.1 The proposal is for a tall building of around 17 storeys for a mixed use development with ground floor retail and residential above. The scheme will provide in the order of 136 residential units, with a predominate mix of 1 and 2 bedroom units, and some 3 bedroom units. The scheme may be up to 100% Shared Ownership. The ground floor will provide retail space (in the region of 3,000sqft). The site will offer amenity spaces on the roof terraces, alongside private amenity space.

5. PLANNING HISTORY

5.1 There is relevant planning history for the site, the adjoining hotel was approved under reference:

5.2 HGY/2014/0498 07-04-14 Image House, Station Road London A 96 bed hotel (Class C1) including a 146sqm restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle spaces

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. The parameters for development on the site have been consulted on as part of the District Centre Framework for Tottenham Hale and site specific engagement and formal exhibitions will take place shortly.

6.3 Development Management Forum

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

6.5 Quality Review Panel

6.7 The proposal will be presented to a Quality Review Panel on 22nd June 2016.

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 with ground floor commercial is broadly acceptable and is in accordance with the emerging Tottenham Area Action Plan allocation (TH4).

2. *Design, density and appearance* –

The applicant will present the proposal to QRP on the 22nd June and feedback will be provided to members prior at the meeting.

The District Centre Framework recognises the unique location and visual prominence of the site at the nexus of the area's emerging developments, both in terms of proximity to the Station, and its ability to provide context for the wider District Centre aspirations. The DCF states that: "Opportunities for taller buildings as envisaged can help to provide a strong and well defined built form to help aid local navigation and legibility".

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

- The Victoria Line runs in a shallow tunnel beneath part of this site.
- Development must result in comfortable, attractive and safe/overlooked street environments.
- Station Road, and potentially the extended Ashley Road will provide service access for the buildings on this site.
- Care will be required on south facing frontages to limit heights to avoid overshadowing of block courtyards.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Each development will be expected to contribute to the aims of a comprehensive public realm strategy.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

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 outside this range at 1446 u/ha (136 units/0.094 Ha) and therefore exceptional design quality should be provided.

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. The site presents challenges for providing good quality amenity spaces due to traffic noise from the surrounding roads. The applicant has not yet finalised how they will deal with this in their proposal.

5. *Housing mix –*

The proposed mix of units is largely 1 and 2 bed units this mix has not yet been discussed with the Council's Housing Team but this not considered to be a site suitable for family sized housing. This is acknowledged within the DCF.

6. *Impact on residential amenity*

The overshadowing effect of the proposal on the properties on Hale Road 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. The parking provision has not yet been discussed with Transportation Officers.

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 future decentralised energy networks in the area. 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 2 (medium probability) and any forthcoming application will require a site-specific flood risk assessment.

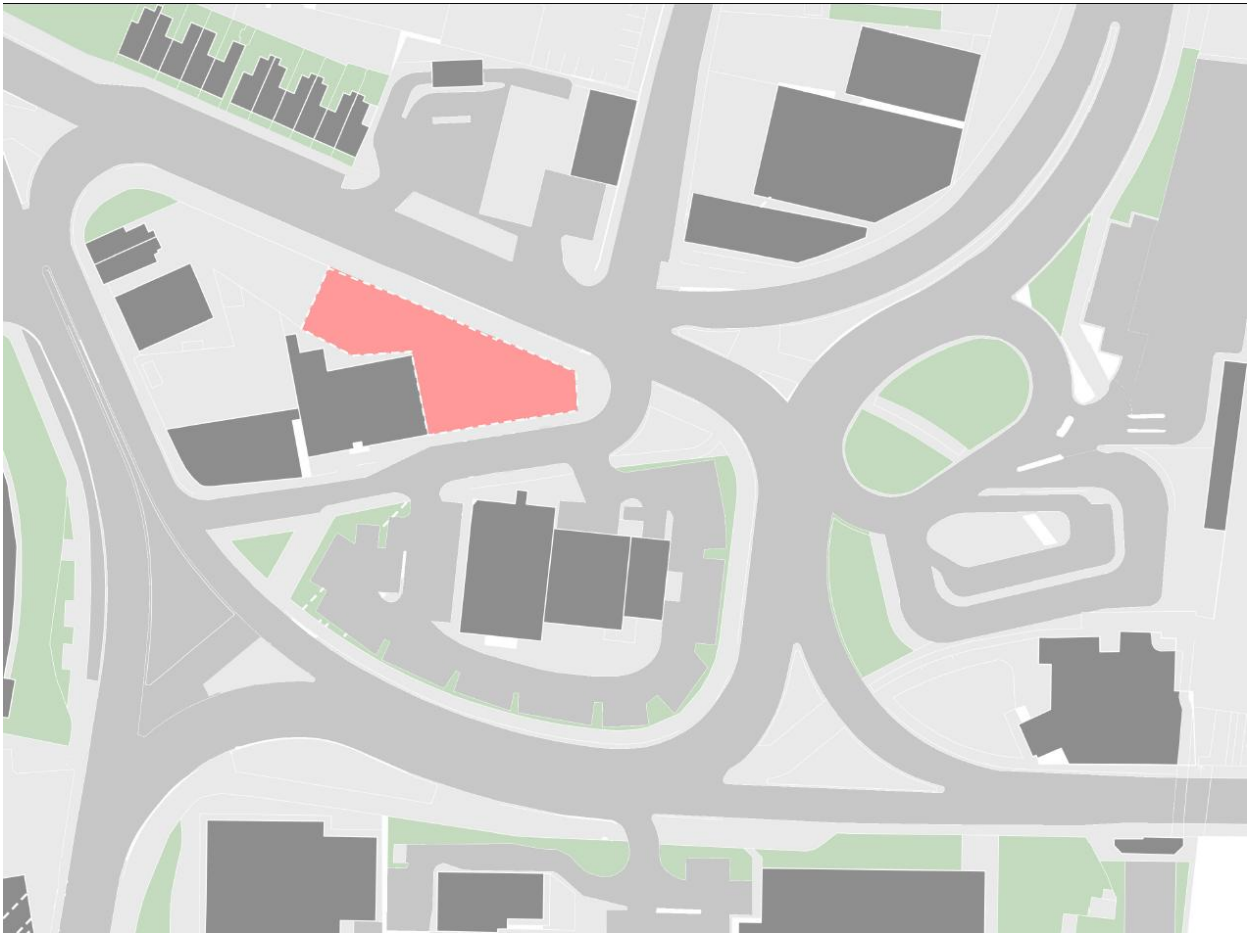
It is expected that developments utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

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.

PLANS AND IMAGES

Site location plan (site shown in red)



Proposed visualisation (looking east from Tottenham Hale Station forecourt)

