

Pre-application briefing to Committee

DETAILS OF THE DEVELOPMENT

Reference No: PRE/2016/0146

Ward: Tottenham Green

Address: Car Park, Westerfield Road London, N15 5LD

Proposal:

Change of use of and redevelopment of current site to create a multi-use pop-up urban village using modified shipping containers. The site will accommodate at least 65 individual units to support local independent businesses and community projects

Agents: Haverstock

Ownership: Private

Case Officer Contact: Wendy Robinson

BACKGROUND

- 3.1 A pre-application has been received and it is now at a stage where it can be reported to Members of the Planning Sub-Committee to enable members to view it at an early stage in the pre-application phase. 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 the proposal will be presented to the Planning Sub-Committee for formal determination early in the 2017.

SITE AND SURROUNDS

- 4.1 The site is located on the western side of the residential street Westerfield Road, just south of West Green Road (A504) and north of Seven Sisters Road (A503). The site is currently in use as a car park for up to 71 vehicles and is owned and managed by Haringey Council. The site is roughly rectangular in shape and measures approximately 3500m² in area (0.35 hectares). The main hard standing area for parking (not including the land adjacent to the railway arches or public foot path) is approximately 16 metres wide.
- 4.2 Immediately south west of the site is Seven Sisters Underground and Rail station and the site is bound to the west by the railway line embankment serving the station, with brick arches onto the site under the platforms. To the north is the rear of a short parade of commercial properties with residential use above fronting West Green Road and to the east is a terrace of two storey residential properties fronting the opposite side of Westerfield Road, and to the south, Pleiades House, a 3 storey 1960s office block, beside Seven Sisters Underground (Victoria Line) and Overground (Liverpool Street to Enfield/Brocksbourne) station. The immediate area is therefore characterised by a mixture of commercial uses and residential development.

- 4.3 The site and surroundings does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. The site falls within the Seven Sisters Crossrail 2 site allocation and also within the 'growth area' of the Tottenham Area Action Plan. A strip of land adjacent to the railway line on the western part of the site, the railway and its immediate edges, falls within an Ecological Corridor as outlined on Haringey's Local Plan Strategic Policies 2016-2028 map, and Policy SP13 of the Local Plan Strategic Policies (2013).

PROPOSED DEVELOPMENT

- 5.1 The scheme consists of the clearance of the site to install of up to 65 shipping containers to provide new retail, food/drink, office, community and art space. The space will involve the stacking of shipping containers and the construction of associated decking, staircases and walkways creating new structures with a number of different levels with a maximum of four storeys high.
- 5.2 The area under Transport for London ownership, the railway arches and strip of ecological corridor, will be incorporated into the scheme through extensive use of the existing arches for public and social space and integrating green spaces in the design.

PLANNING HISTORY

- 6.1 None

CONSULTATION

Internal/external consultation:

- 7.1 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 applicant has undertaken their own consultation prior to the submission of the application as required by the NPPF and the Council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.
- 7.2 The developers have taken the following measures of public consultation:
- Discussion with Design Out Crime regarding security, CCTV, lighting and cycle parking (01/05/16)
 - Tottenham Green Ward Councillors were introduced to the scheme (13/06/16)

- Westerfield Road meeting with 10 attendees raising concerns about biodiversity, local involvement, parking, security/safety, and noise (18/07/16)
- Tottenham Traders Partnership meeting with attendance by 7 local businesses and a presentation by applicants, Haringey Regeneration Officers, and Met Police. Positive views shared with some concerns about loss of car parking and increased traffic on West Green Rd. (27/07/16)
- West Green Road meeting with no attendees (04/08/16)
- Tottenham Green Ward Councillors tour of similar sites (19/09/16)
- Display of information boards at Marcus Garvey Library for one month period allowing open comments. 11 responses received; 7 positive and 4 negative. Issues arising included gentrification vs regeneration, loss of parking, noise, effect on West Green Road businesses, safety/crime, and rubbish.
- To take place are workshops with surrounding residents and businesses.
- A number of further public engagement and consultation events to take place up until the submission of a planning application.
- The developer has committed to continuing dialogue, engagement and consultation with local residents and businesses throughout the planning application process and beyond.

Development Management Forum

- 7.3 It is considered that in view of the amount, level and frequency of the developer's consultation and public engagement exercise and commitment to continue dialogue throughout and beyond the planning application process, a DM Forum is not necessary in this instance.

Quality Review Panel

- 7.4 On 9th of November the proposal was presented to the Quality Review Panel who offered enthusiastic support for the proposal, and highlighted a few aspects of the scheme that should benefit from additional thought.
- 7.5 The panel considered that the proposal could potentially meet a strong need within Tottenham for accessible, low cost, low rent, commercial accommodation with short leases. They suggested that the frontage of the scheme requires further consideration, and encouraged the design team to remove a fence, which would help provide an improved relationship with the street. The panel support the use of art, colour, texture, planting and lighting to create visual interest throughout the full height of the proposals, and would welcome measures to provide additional privacy/screening of the upper levels of the development to avoid nuisance to the residential properties opposite on Westerfield Road.

- 7.6 The panel highlighted that the management of servicing will also be critically important, in terms of minimising disruption to neighbouring residents.

MATERIAL PLANNING CONSIDERATIONS

- 7.1 Following on from the pre-application meeting and Quality Review Panel the main planning issues raised by the proposed development are detailed below:

Principle

- 7.2 The site is currently in use as a 'pay and display' car park for up to 71 vehicles and is owned by Haringey Council. The applicant has been advised that a transport assessment would be needed in order to justify the loss of parking and also to demonstrate that the displaced users of the car park could be accommodated elsewhere.
- 7.3 The proposed retail, cafe and community uses are supported in principle given they would contribute to local economic growth and employment, 'pull' trade through West Green Road as well as benefitting the broader regeneration initiatives for the Tottenham area generally. Although the Council is open to alternative uses, and it is accepted that the site is Crossrail 2 safeguarded, the impact on parking must be fully assessed in order for these regeneration benefits to be adequately balanced. Any consent would be temporary most likely for 7 years.

Layout, Design and Appearance

- 7.4 Officers are generally supportive of the scheme with the use of shipping containers that would be stacked at a height of four storeys. There is the need to draw customers into the site via West Green Road whilst ensuring the site is contained for security and disturbance reasons. The use of art, materials, colour and specific entrance locations are encouraged to achieve this balance.
- 7.5 There is the need for the scheme to be amended in order to introduce and establish active frontage with Westerfield Road so to attract people to the retail uses that are proposed on the ground floor whilst ensuring the site is secure. The current fence on Westerfield Road has been removed in order to establish an improved and a more interactive frontage with less intensive security measures (security shutters, bollards, and gates).
- 7.6 An existing access way from West Green Road will be reopened to draw custom through and a possible access from the station platforms is also being investigated.

Impact on Residential Amenity

- 7.7 A key feature of the scheme development is the further mitigation of impacts on residential units of Westerfield Road and West Green Road. The scheme has been presented with the most active uses (food and drink) focussed internally to the promenade adjacent the railway to prevent noise projection. However, the applicant has been advised that amendments should be made to the first floor level seating and moving areas so noise nuisance and disturbance doesn't direct onto Westerfield Road.

Highways and Transportation

- 7.8 The applicant is aware they need to demonstrate that there is no impact from the displacing the current car park. It is acknowledged that Cross Rail 2 has safeguarded this car park for surface use in the future; however, the impact on parking must be fully assessed in order for these regeneration benefits to be adequately balanced.
- 7.9 Possible onsite parking and servicing areas have been discussed but further detailing is required to ensure there are no detrimental impacts on Westerfield Road or West Green Road from parking or traffic flows.

Trees and Ecology

- 7.10 It is not considered that any trees would be affected within the site however further clarification of the impact on the trees adjoining the railway line and any street trees in the public realm (if any) would be necessary.
- 7.11 It is noted that a strip of land adjacent to the railway line on the western part of the site falls within an Ecological Corridor as outlined on Haringey's Local Plan Strategic Policies 2016-2028 map. The applicant has been advised to submit an Ecology Statement, which makes reference to SINC land, as part of any formal application and ensure that biodiversity is protected and improved.

Sustainability and Drainage

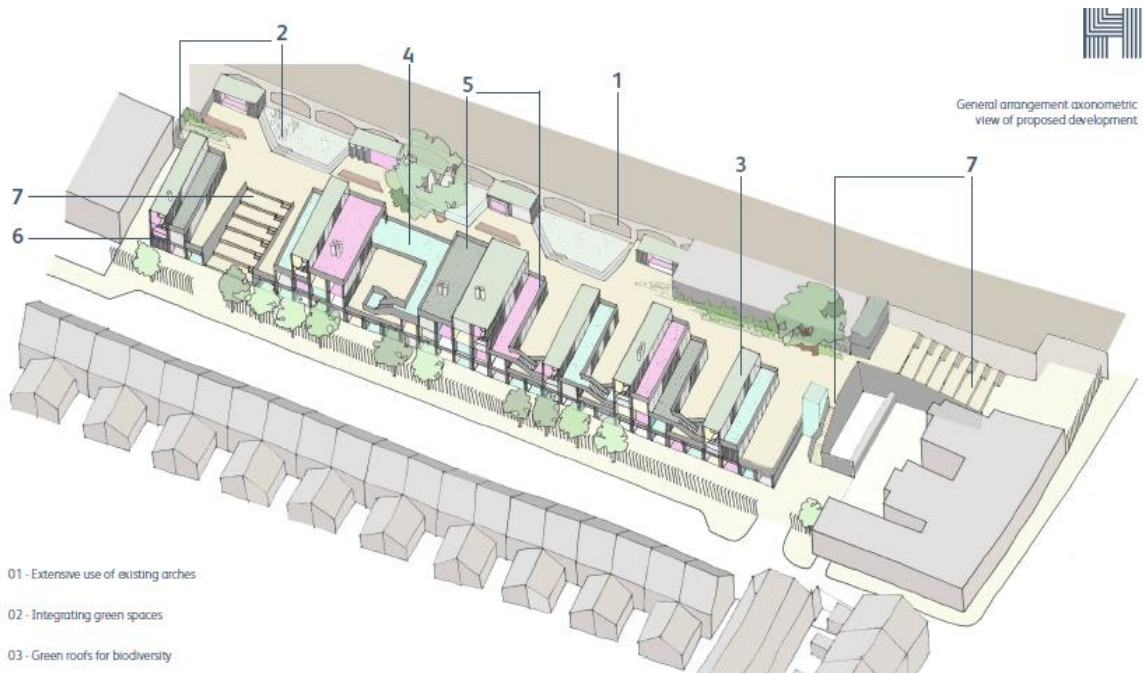
- 7.12 Any forthcoming application should include details of the proposed surface water drainage scheme in accordance with the drainage hierarchy set out above in order to comply with the requirements of Policies 5.13 and SP5.
- 7.13 It is expected that developments utilise sustainable urban drainage 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.
- 7.14 These matters are to be assessed prior to the application being considered at Committee.

PLANS AND IMAGES

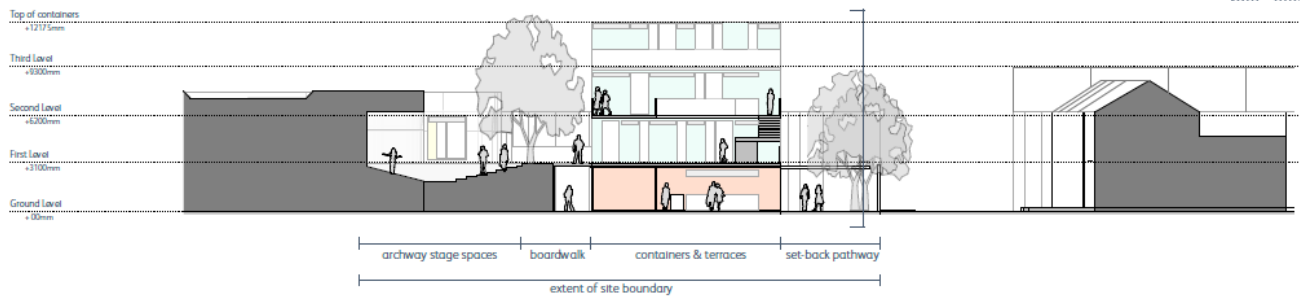
Site Plan:



General Layout and Landscaping:

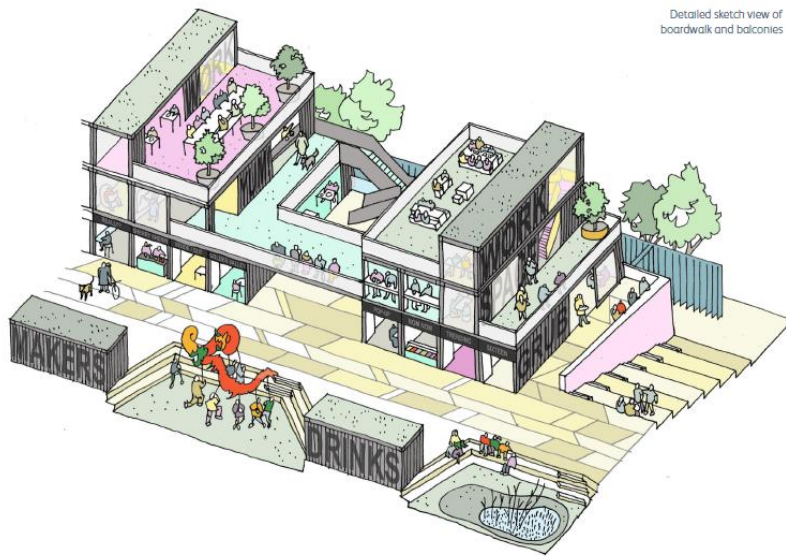


Massing and Height Elevations:



Cross Section 1:150

Images:



Sketch perspective view of boardwalk