

## **Pre-application briefing to Committee**

### **1. DETAILS OF THE DEVELOPMENT**

**Reference No:** PRE/2017/0076

**Ward:** Noel Park

**Address:** BHS, 26 High Road, Wood Green N22

**Proposal:** Redevelopment of the site to create a mixed-use development comprising 9 retail units (approx. 2,00sqm), a 148 bed hotel (approx. 5,300sqm), and 199 residential units.

**Agent:** Gerald Eve LLP

**Ownership:** Private

**Case Officer Contact:** Adam Flynn

### **2. BACKGROUND**

2.1 The proposed development, currently at pre-application stage is being reported to Planning Sub-Committee to enable members to view it 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 the proposal will be presented to the Planning Committee later in the year.

### **3. SITE AND SURROUNDS**

3.1 The site sits to the north-east of the High Road, close to Turnpike Lane Station. The site is not located within a Conservation Area, and no buildings are listed.

3.2 The site is bordered by the High Road to the south-west, Bury Road to the north-east, Whymark Road to the south-east, and a mixture of commercial properties to the north-west. Commercial properties sit opposite the site on the High Road, and residential properties are opposite on Bury Road.

3.3 The site forms part of Site SA14 in the Site Allocations DPD, which has been through the modification stage. The proposed Site Allocation states: 'Comprehensive redevelopment of current High Road frontages for mixed use development consisting of town centre uses at ground and first floor level, with residential above, and a potential new Crossrail 2 station entrance onto Wood Green High Road.' The allocation also states that this is a collection of buildings which are of mixed architectural quality.

## **4. PROPOSED DEVELOPMENT**

- 4.1 The proposal is for the redevelopment of the site to create a mixed-use development comprising 199 residential units, together with 9 Use Class A1 retail units (approximately 2,000sqm) and a 148 bed hotel. The applicant proposes to develop the site in two phases.

## **5. PLANNING HISTORY**

- 5.1 There is no recent planning history for the site relevant to this application.

## **6. CONSULTATION**

### **6.1 Internal/external consultation:**

- 6.2 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 already undertaken their own consultation, and will undertake further consultation prior to the submission of the application. This is as required by the NPPF and the Council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.

### **6.3 Development Management Forum**

- 6.4 The proposal will likely be presented to a Development Management Forum in April or May. Feedback from any Forum will be included within the written report to a forthcoming planning sub-committee.

### **6.5 Quality Review Panel**

- 6.6 The scheme is due to be presented to the Quality Review Panel in April. A summary of the Panel's view will be included within the written report to a forthcoming planning sub-committee.

## **7. MATERIAL PLANNING CONSIDERATIONS**

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

1. *Principle of the development* – The redevelopment of the site to create a mixed use development comprising residential units, a hotel and commercial floorspace is acceptable in principle, and in accordance with the site

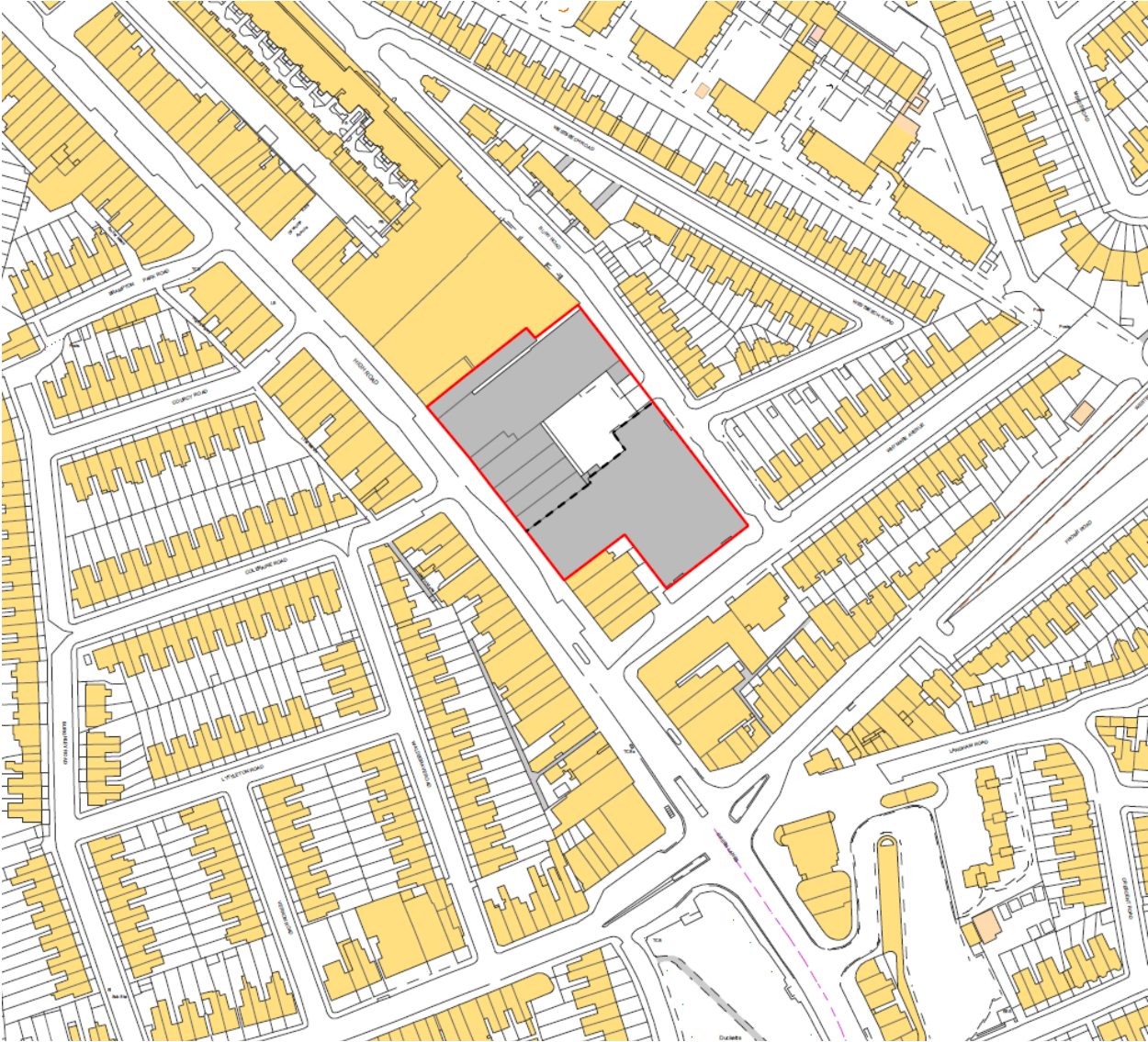
allocation for the site. The type of uses and their location are generally considered acceptable.

2. *Design and appearance* – The general principle of the layout of the development and the block position is considered acceptable, however the overall bulk, massing and height is still being developed. Careful treatment of the street elevations is essential. The design and layout of the scheme has been evolving, but this still requires some refining prior to submission. The overall heights are of concern, as is the separation distance to the site to the north.
3. *Affordable housing* – Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock (current Draft Published Local Plan Amendment 40% affordable housing). However, any proposed scheme providing less than the required affordable housing must submit a viability report for assessment.
4. *Housing mix* – The mix of units appears to be weighted towards 1 and 2-bed units, with less family sized units. This is being further considered by officers, given the central location of the site.
5. *Impact on residential amenity* – The proposal would need to consider the impact on the amenity of the surrounding properties regarding loss of daylight / sunlight / enclosure overlooking, loss of privacy and noise levels. Any formal submission should include a BRE sunlight and daylight study in relation to any redevelopment of the site and a noise report with mitigating measures if required. Any material levels of overbearing / increased sense of enclosure and outlook issues to the rear of any residential properties backing onto the site will be examined, and avoided in order to safeguard the amenity of existing occupiers, especially along Bury Road.
6. *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. Internal overlooking distances will need to be carefully considered.
7. *Parking and highway safety* – Given the site's high PTAL, a car-free development is welcomed. The incorporation of the cycle parking into the cores of the blocks is welcomed. Cycle spaces are required at a rate of 1 per 1-bed unit and 2 per 2+-bed unit. Disabled parking would be required at a rate of 1 per wheelchair unit (10% of the units proposed). This would need to be provided on the site, as disabled bays cannot be allocated on the street.

8. *Accessibility* – All units would need to comply with the relevant standards and 10% of the number of residential units would need to 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. This would be expected to be outlined in an Energy Strategy to be submitted with any application.
- 7.2 These matters are to be assessed prior to the application being considered at a planning sub-committee.

**PLANS AND IMAGES**

**Site Location Plan**



# Indicative Site Layout

