

Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2017/0030

Ward: Tottenham Hale

Address: Land at Hale Wharf Ferry Lane N17 9NF

This report pertains to a pre-application presentation to Members by the applicant. The report is for information only.

Proposal: Details of Reserved Matters relating to the remaining phases (2/3) of the redevelopment of Hale Wharf including detailed submission for The Paddock pedestrian bridge.

Applicant: Muse Developments Ltd.

Agent: Quod Planning

Ownership: Private

Case Officer Contact: Martin Cowie

2. BACKGROUND

- 2.1 The forthcoming Reserved Matters application will seek approval for the detailed design (appearance, landscaping, layout, scale and access) for the outline element of the hybrid planning permission HGY/2016/1719 for redevelopment of the site to provide a residential-led mixed use development of up to 505 residential units, employment uses (retail/café/office), together with pedestrian footbridges, landscaping and public open space, and car/cycle parking.
- 2.2 The hybrid application was part detailed and part outline, comprising a detailed application for Phase 1 and an outline planning application for the remainder of the site (Phases 2/3).
- 2.2 The proposals are being reported to Planning Sub-Committee at pre-Application stage to enable members to view the emerging scheme 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 August 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. It form a long and narrow strip of land measuring approximately 2.28 hectares.
- 3.2 The site has been cleared as part of the development preparatory works but formerly accommodated multiple light industrial units and a 5 storey office building and restaurant at its southern end.
- 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 site is surrounded by the controlled waters of the River Lee Navigation Channel to the west including a lock and moorings 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 site is within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area. The area around Tottenham Hale station is undergoing significant development and regeneration, and it is envisaged that the area to the west of the station will become a district town centre. Recent developments in the area include a mix of residential and commercial uses, student housing, small scale retail, hotel, and community buildings up to 10 storeys in height, at Hale Village. The wider southern and eastern areas are dominated by residential uses of two to five storeys. The area to the south of the application site is predominantly residential.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal seeks approval of Reserved Matters in relation to the 2nd and 3rd phases of the redevelopment of the site.
- 4.2 The hybrid (detailed and outline elements) permission approved the demolition of the existing buildings, and the redevelopment of the site to provide a

residential-led mixed use development of up to 505 residential units, employment uses (retail/café/office), together with pedestrian footbridges, landscaping and public open space, and car/cycle parking. The application was part detailed and part outline, comprising a detailed application for Phase 1 and an outline planning application for the remainder of the site (Phases 2/3). All matters are reserved for the outline component currently under consideration - access, appearance, landscaping, layout and scale.

- 4.2 The hybrid application was accompanied by an illustrative masterplan which sought to set out how the site could be redeveloped having regard to its condition and the relevant planning policy context. This breaks the site up into 3 development zones which progressively reduce in scale towards the north, and create a central landscaped access and courtyard through to the green open space to the north of the site. An 'urban zone' comprising the tallest buildings (8-21 storeys) would be formed in the southern portion of the site responding to the urban context of Ferry Lane. This is where most public activity would be concentrated and would include a public square, the main pedestrian bridge landing area and commercial uses at ground floor level. The 'central connecting zone' would provide medium rise buildings (4-10 storeys) arranged around a public access route and central courtyard with landscaping, formal doorstep playspace and parking. A northern 'park zone' would accommodate buildings of lower height (4-6 storeys) and a green landscaped space in the northern tip of the site responding to the Green Belt edge and the need to safeguard the sensitive areas of ecological value.
- 4.3 Vehicular and pedestrian access was granted via Ferry Lane and the proposal includes 3 pedestrian 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.
- 4.4 The hybrid application would provide up to 505 residential units with the detailed element (Phase 1) delivering 249 and the outline element (Phases 2/3) 256 dwellings. Block A would accommodate 141 homes for private sale and Block B would be a private rented sector (PRS) block, providing 108 homes for market rent. A total of 35% (by unit) or 35.7% (by habitable room) of the units was secured as affordable housing split between an intermediate tenure – shared ownership (80.2%) and affordable rent (19.2%) and will be provided in Phases 2/3.
- 4.5 The hybrid proposals also would provide up to 1,607sq.m of employment floorspace, including the provision of one of the blocks Phases 2/3 as commercial/office floorspace, in addition to the existing 465 sq.m in the existing working barges which are to be retained. This would generate a total of approximately 119 FTE jobs. Block K is subject to marketing and if the Class B1 space within this block is omitted, the non-residential floorspace in the scheme would equate to 507sq.m generating approximately 41 FTE jobs.

- 4.4 Currently the site is in very poor ecological condition, is polluted, overgrown and largely hard surface with no drainage. The proposals seek to comprehensively address these issues, in addition to adding new green open space and planting the banks of the adjoining river channels.
- 4.5 The development overall will facilitate a connection to the existing decentralised energy network in Hale Village and achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations in accordance with the London Plan.

5. PLANNING HISTORY

- 5.1 On the 12 June 2017 a 'hybrid' planning application, including a detailed submission for Phase 1 (HGY/2016/1719) was granted planning permission for:

Residential-led mixed use development comprising the demolition of existing buildings and structures and the construction of buildings to include residential (up to 505 units) and flexible retail or business uses (Use Classes A1-A5 or B1); pedestrian/cycle footbridges, modification works to the existing vehicular access and associated highway works; refurbishment of existing infrastructure (including provision of an on-site energy centre, if required), landscaping and public realm works; new servicing arrangements; car/cycle parking; and associated and facilitating works. All matters are reserved for the pedestrian footbridges and buildings and landscaping within Phases 2 and 3 and detailed permission is sought with no matters reserved for Phase 1 buildings and landscaping. The detailed component of the application (Phase 1 buildings only) comprises the demolition of existing buildings; the construction of two buildings ranging from 16 to 21 storeys to accommodate 249 residential units and 307sq.m. (GIA) of flexible retail or business uses (Use Classes A1-A5 or B1); modification works to the existing vehicular access and associated highway works; infrastructure (including provision of an on-site energy centre, if required), landscaping and public realm works; new servicing arrangements; car/cycle parking; and associated and facilitating works.

- 5.2 The proposed development was subject to an Environmental Impact Assessment (EIA) and an Environmental Statement (ES) accompanied the application.
- 5.3 In addition to the illustrative masterplan referred to earlier, the outline element of the hybrid permission was accompanied by a series of parameter plans covering levels, ground and upper floor development zones, building heights, access and public realm, car parking and phasing. The outline element also included Design Codes, illustrative plans and elevations providing guidance in relation to uses, typology, roofs, gaps between

buildings, appearance, parking, courtyard and waterside areas, refuse and servicing arrangements.

- 5.4 The applicant has begun discharging pre-commencement conditions and commenced on-site preparatory works and construction of Phase 1, including the two pedestrian bridges over the Pymmes Brook and River Lee Navigation will be commencing shortly.
- 5.5 Phase 1 comprises Blocks A (8 – 21 storeys/141 units) and B (11 – 16 storeys/108 units) and a new public square at the main entrance to the site, adjacent to the lock and providing a landing area for the main pedestrian bridge.
- 5.6 The developer is now engaged with officers in seeking to progress detailed proposals for the remaining Phases, 2 and 3.

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 applicant had undertaken extensive local engagement in relation to the hybrid proposals and intends to carry out further consultation as part of the Reserved Matters submission. This will be aligned with the Council's led Development Forum.

6.4 Development Management Forum

- 6.5 The proposals are to be presented to a Development Management Forum on 18 July. Feedback from the Forum will be considered by the applicant and officers and taken into account in the preparation of the any formal submission. Comments will also be included within the written report to planning sub-committee.

6.6 Quality Review Panel

- 6.7 The proposals will be presented to a Quality Review Panel (QRP) on 11 July. As with the Development Forum, QRP comments will be considered by the applicant and officers and taken into account in the preparation of the any formal submission and included within the written report to planning sub-committee.
- 6.8 When the original Hale Wharf hybrid plans were first presented to QRP, their response was largely positive and the Panel found much to admire in the site analysis and evolving development strategy. The Panel noted that the site had 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. They also highlighted that whilst the scheme is large, the articulation of the massing works well and that the quality of the detailing and public realm would be crucial to the success of the development.

7 MATERIAL PLANNING CONSIDERATIONS

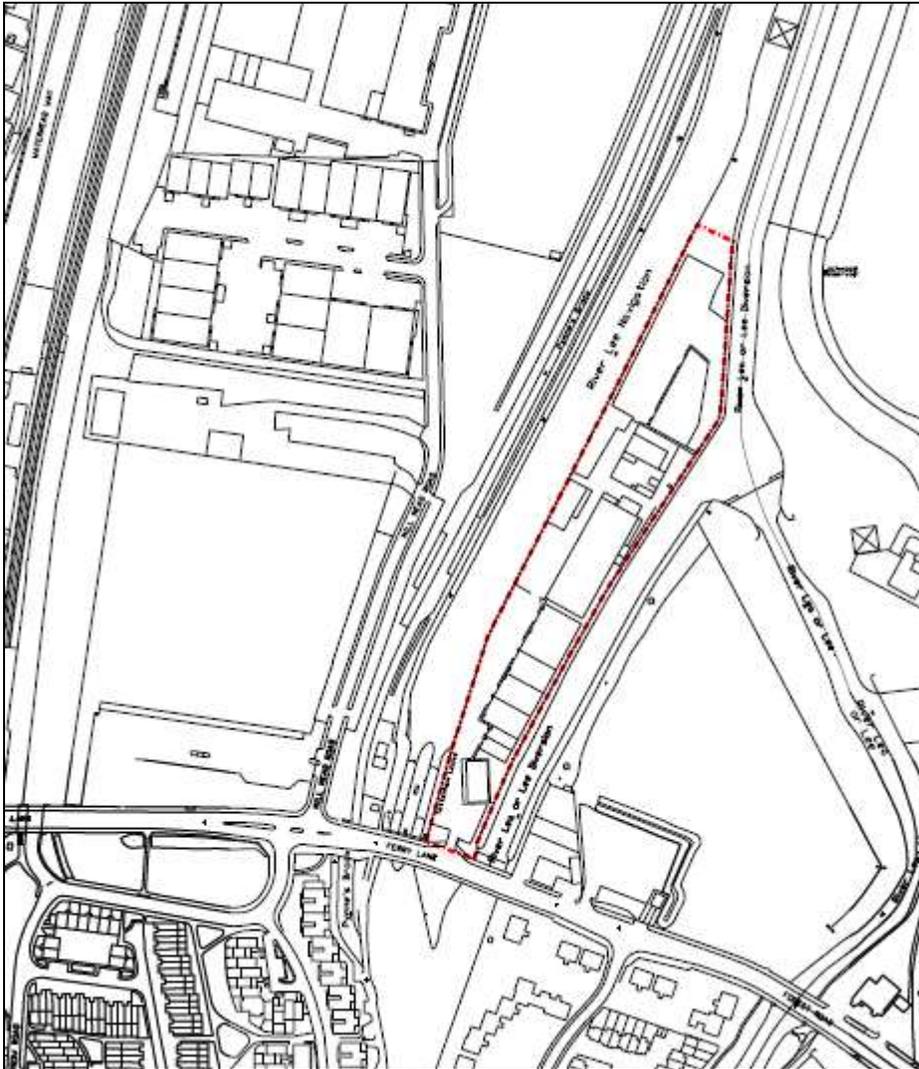
- 7.1 A reserved matters application deals with some or all of the outstanding details of the outlined element of the hybrid application proposal, including:
- *appearance* - aspects of a building or place which affect the way it looks, including the exterior of the development
 - *means of access* - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
 - *landscaping* - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
 - *layout* - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
 - *scale* - includes information on the size of the development, including the height, width and length of each proposed building
- 7.2 The reserved matters submission must be in line with the hybrid approval, including the indicative masterplan, parameter plans and conditions and S106 obligations attached to the permission.
- 7.3 The detailed parameter plans cover levels, ground and upper floor development zones, building heights, access and public realm, car parking and phasing. The outline element also included Design Codes, illustrative plans and elevations providing guidance in relation to uses, typology, roofs, gaps between buildings, appearance, parking, courtyard and waterside areas, refuse and servicing arrangements.

- 7.4 In keeping with the parameter plans of the outline permission, these phases comprise two rows of blocks ranging from 4 to 10 storeys fronting the River Lea Navigation and behind, backing onto The Paddock. The primary access route would run between the two lines of buildings linking the new square to the south and the path and moorings that extend northwards along the River Lea.
- 7.5 Designed as a traffic calmed shared surface, this route would feature footpaths, areas of public realm/landscaping/play space and parallel car parking. Landscaping/amenity space and courtyard parking would also be provided between and at the ends of the blocks. This central space and the square to the south will present opportunities for public artwork in the spirit of existing art along the River Lea.
- 7.6 A bridge landing point would be safeguarded between two of the blocks to enable a bridge connection to The Paddock. A separate detailed application for this third bridge will be submitted with the remaining Reserved Matters application.
- 7.7 The detailed design of the blocks in Phase 2/3 follow the approach established at the hybrid application stage which is characterised by robust historic waterside architecture, using stock brick and pitched rooflines with gabled ends. The public realm and landscaping proposals are also consistent with Phase 1.
- 7.8 Given the principle of the development has been established by the recent hybrid permission, the main planning issues to be considered in respect to the reserved matters proposals relate to their compliance or otherwise with the development specification, the indicative masterplan, parameters plans and design codes approved. In particular:-
- *Layout* – the siting of buildings and associated public realm and landscaping appears to reflect the masterplan and parameter plans. This presents an arrangement which would complement Phase 1, allow appropriate views between the new buildings, provide sufficient and high quality public space and respond positively to the water’s edge;
 - *Scale* – the scale of the proposed buildings in Phases 2/3 range from between 4 – 10 storeys and appears to comply with the height and massing parameters of the outline permission;
 - *Appearance* – the hybrid permission and approved design code includes a series of design guidelines to ensure that a high quality and attractive development would be designed and delivered. The emerging plans in relation to buildings in Phases 2/3 appear to demonstrate that these guidelines are being followed and reflect the warehouse inspired design;
 - *Landscaping/public realm* - the hybrid permission and approved design code incorporated a series of guidelines in relation to the design and delivery of a

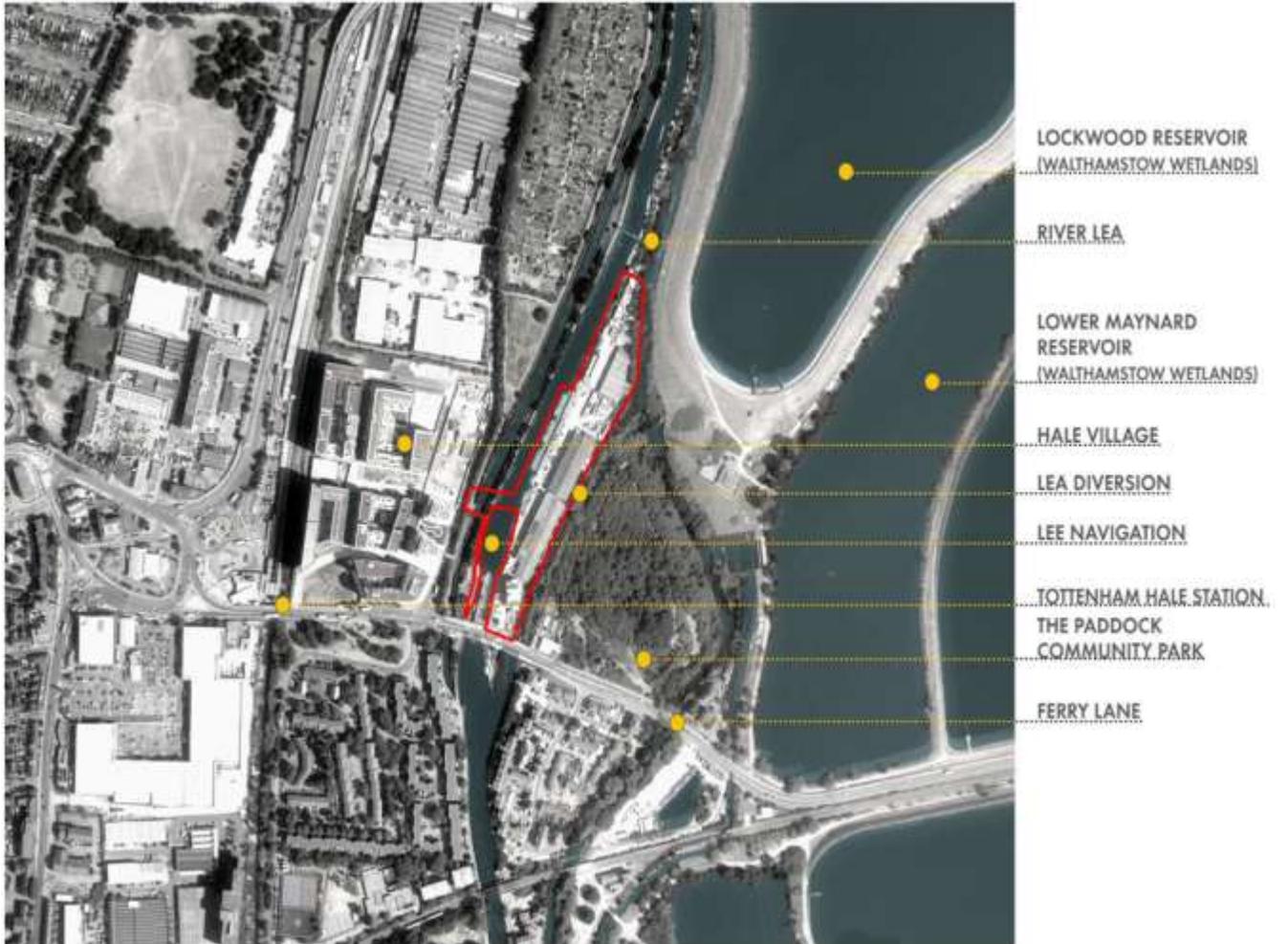
- high quality landscaping scheme including public realm. The emerging details in relation to Phases 2/3 appear to demonstrate that these guidelines are again being adhered to in seeking to provide a well-designed central shared space; local amenity/play areas; ecologically sensitive boundary treatment and to promote biodiversity;
- *Housing mix* – the proposed development would provide a range of unit types and sizes including private sale, rented and affordable tenures and small to family sized accommodation. The 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;
 - *Quality of accommodation* – London Plan and Local Plan policies require high quality development that meets the Mayors Housing SPG. The emerging detailed plans must demonstrate that the proposed units of accommodation would be well laid out and of a decent size with access to appropriate amenity and play space;
 - *Impact on residential amenity* - there are no properties in close proximity to the site which are likely to be affected by the proposals. The position and design of the remaining blocks however need to be carefully considered to ensure that they do not adversely impact the amenity of future residents in respect to sunlight/daylight, overshadowing and privacy.
 - *Access, parking and highway safety* – vehicular access would be from the main entrance off Ferry Lane through to the northern end of the site in accordance with hybrid permission. Pedestrian/cycle access would be available from here and from Mill Mead Road and the Paddock via the proposed new bridges. Indicative car and cycle parking provision would accord with the standards approved by the hybrid permission. Parking and vehicular access arrangements must be balanced against the need to deliver the highest quality landscaping/public realm solution including ecological enhancement. The 2 pedestrian bridges over Pymmes Brook and the River Lee would provide good pedestrian access to Tottenham Hale station via the new access connection in Hale Village.
 - *Inclusive design* – all units of accommodation would comply with the relevant standards and 10% of the residential units would be wheelchair accessible. The public realm and bridges would provide for safe and inclusive access.

7.9 These matters are to be assessed by officers prior to the application being considered at Committee.

Site Location Plan



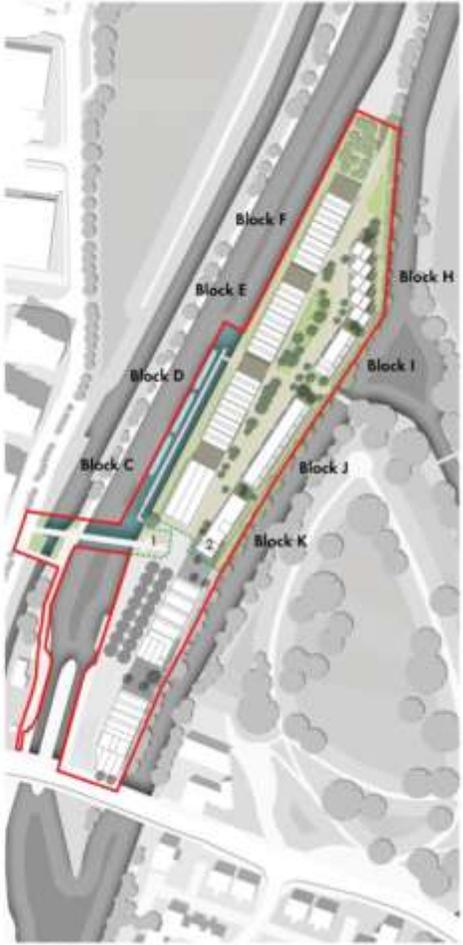
Aerial photo of site



Detailed and outline elements of site

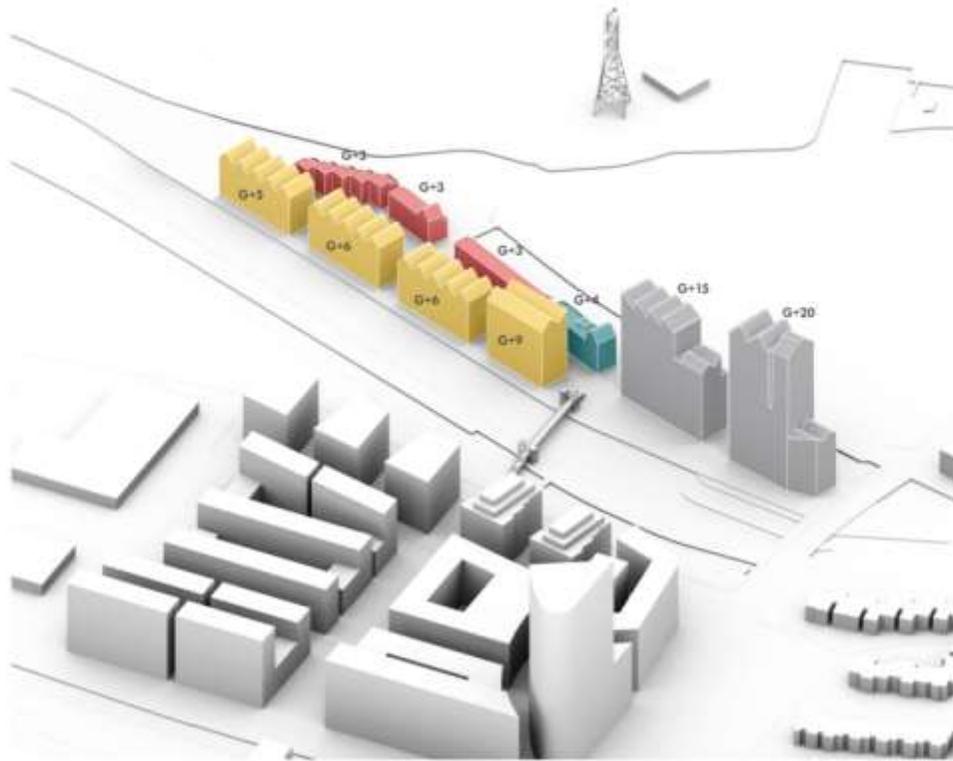


Extent of detail application



Extent of outline component

Proposed buildings



Aerial view facing north-east indicating number of floors across the typologies

