

## **Pre-Application Briefing to Committee**

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

**Reference No:** PPA/2019/0012

**Ward:** Tottenham Hale

**Address:** Lock Keepers Cottages, Ferry Lane

**Proposal:** Demolition of existing houses and erection of a three to six storey mixed-use development including a café at ground floor, office space on ground to second floors and ten flats on the floors above.

**Applicant:** Lee Valley Estates

**Agent:** Montagu Evans LLP

**Ownership:** Private

**Case Officer Contact:** Christopher Smith

### **2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee in early 2020.

### **3. SITE AND SURROUNDINGS**

- 3.1. The site is a narrow strip of land west of the tow path on the northern side of Ferry Lane, between the River Lee Navigation to the east and Pymme's Brook to the west. To either side of the site are large-scale mixed-use developments; Hale Village to the west and the emerging Hale Wharf scheme across the river to the east.
- 3.2. The site is approximately 0.093ha in size and currently occupied by two post war semi-detached dwelling houses, their respective garden areas and an overgrown area front Ferry Lane.
- 3.3. The site is located within Site Allocation TH9 (Hale Wharf) of the Tottenham Area Action Plan. The site allocation is for mixed-use development with commercial and residential development.

### **4. PROPOSED DEVELOPMENT**

- 4.1. The proposal is for the demolition of the existing houses and erection of a three to six storey mixed-use development including a café at ground floor, approximately 700sqm of office space on the ground to second floors and ten flats on the floors above.
- 4.2. The scheme would be a 'car free' development with an accessible parking space provided at the adjacent Hale Village site.

## **5. PLANNING HISTORY**

- 5.1. The site has no relevant planning history.

## **6. CONSULTATIONS**

### **6.1. Public Consultation**

- 6.2. This scheme is currently at pre-application stage and therefore no formal consultation has yet been undertaken. The applicant is expected to carry out local consultation prior to submitting an application.

### **6.3. Quality Review Panel**

- 6.4. The proposal was assessed by the Quality Review Panel (QRP) on 24<sup>th</sup> July 2019. The QRP's report is attached as **Appendix 1**.
- 6.5. The applicant has amended the scheme to address several points raised at the QRP. The detailed design of the building has been amended, has the ground floor layout with the main access to both the residential and commercial is now on Ferry Lane.
- 6.6. The submission of a full planning application is anticipated in December 2019.

## **7. MATERIAL PLANNING CONSIDERATIONS**

- 7.1. The Council's initial views on the development proposals are outlined below:
- 7.2. *Principle of Development*
- 7.3. The proposed development would be acceptable in principle as this site is identified for mixed-use commercial and residential development by Site Allocation TH9 (Hale Wharf) of the Tottenham Area Action Plan.
- 7.4. The applicant must demonstrate, with any full planning application, that the public towpath is enhanced and must also ensure that the requirements of the Environment Agency and the Canal River Trust are taken into account in respect

of the protection and management of the adjacent waterways (River Lee Navigation Channel and Pymme's Brook).

7.5. *Design and Appearance*

7.6. The QRP considered the scale and massing to work well and that the architectural perception shows promise. They were concerned by the layout of the ground floor which has been since revised with entrances from Ferry Lane now proposed. QRP advised that with high quality materials and detailing this proposal could be a 'jewel' within the surrounding context. Some further refinement of the detailed design is expected prior to the submission of a full planning application.

7.7. The QRP noted that the café on the northern side of the building would be partially overshadowed however sunlight studies have shown this to be a sunny location and officers accept that this location is preferable to the southern side given the more sedate and pedestrian focussed environment is on the towpath as opposed to the traffic-dominated Ferry Lane.

7.8. The panel noted the opportunities to enhance biodiversity on the site.

7.9. *Density and Residential Mix*

7.10. The density is calculated as 227 units per hectare which would fall within the limits of the Mayor's density matrix (up to 240 u/ha) for this location and is therefore considered acceptable.

7.11. The proposal is for 10 flats one of which would be a family-sized unit. This may be acceptable as part of the overall mix in the locality to ensure there would not be an overprovision of one- and two-bedroom flats in this area. This would be considered in more detail at application stage.

7.12. *Affordable Housing and Workspace*

7.13. Local Plan Policy requires affordable housing to be provided on site for schemes of ten residential units or more, subject to viability. The applicant has indicated during pre-application discussions that providing affordable housing on site is unlikely to be viable in this case.

7.14. The applicant has also indicated that they may be able to provide some affordable workspace on the site, but the details of this provision are yet to be confirmed.

7.15. *Impacts on Amenity of Surrounding Residents*

7.16. The proposed development would be located at least 30 metres away from any other residential property. As such, no adverse impact on the amenity of neighbouring residents is anticipated.

7.17. *Transportation and Parking*

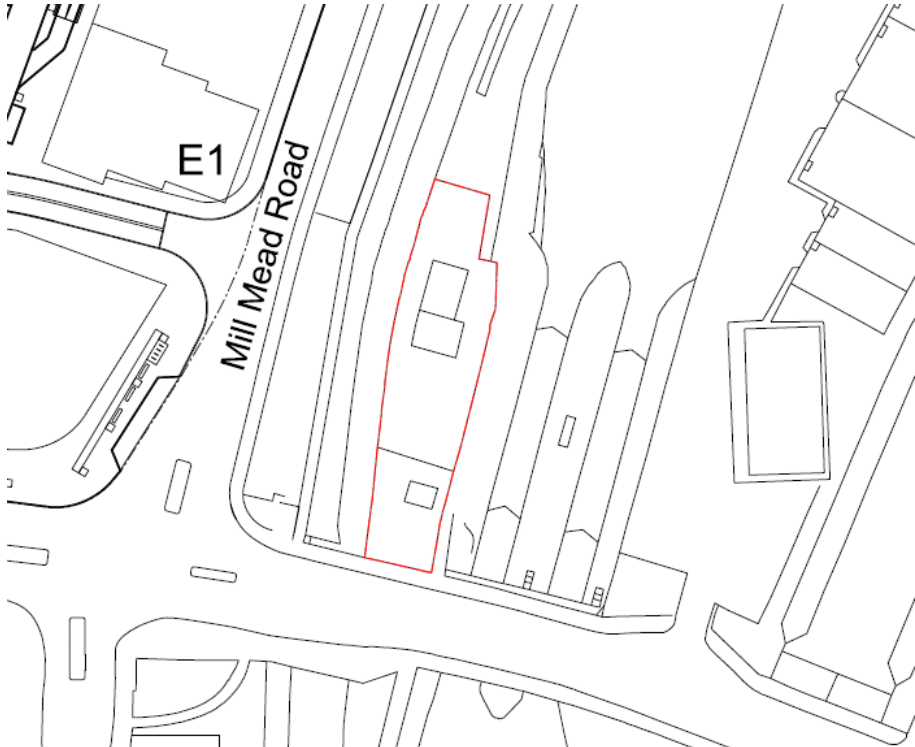
7.18. The development proposal would be car free, which would be acceptable in this location which has excellent public transport connections (PTAL 6A). Space for parking is not available on site, so the single car parking space required for the proposed wheelchair accessible unit would be provided off-site within the existing Hale Village development. Its location in relation to the development would be fully assessed at application stage.

7.19. *Landscaping*

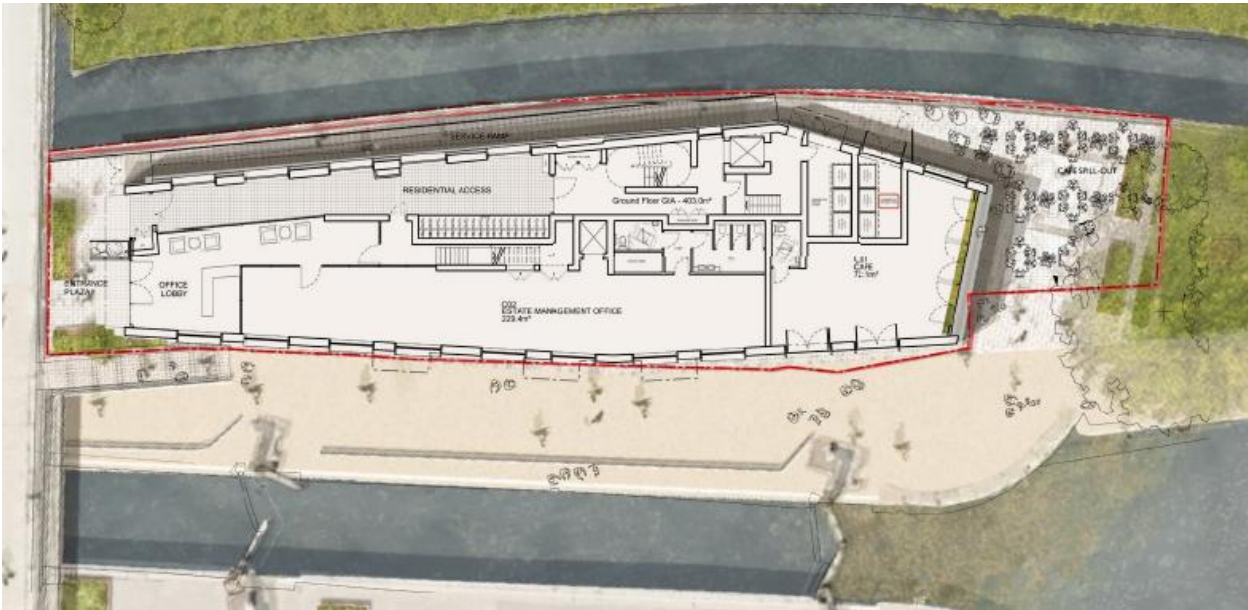
7.20. The proposed building would include large scale planting on the upper levels and would include green walls to the southern and eastern sides, giving it a verdant appearance. Additional soft landscaping would be provided to the outdoor seating area of the café (northern side). Furthermore, a comprehensive planting scheme along the towpath to the north of the site is expected to be provided as part of the full planning application.

**PLANS AND IMAGES**

Layout Plan:



Ground Floor Plan:



View from Northern Side



View from East on Ferry Lane





## **APPENDIX 1**

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### **London Borough of Haringey Quality Review Panel**

#### **Report of Formal Review Meeting: Lock Keepers site**

24 July 2019  
River Park House, 225 High Road, London N22 8HQ

#### **Panel**

Peter Studdert (chair)  
Lindsey Whitelaw  
Louise Goodison  
Paddy Pugh  
Phil Armitage

#### **Attendees**

Richard Truscott	London Borough of Haringey
Nick Rendle	London Borough of Haringey
Tessa Kordeczka	Frame Projects
Adela Paparisto	Frame Projects

#### **Apologies / report copied to**

Emma Williamson	London Borough of Haringey
John McRory	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Fred Raphael	London Borough of Haringey
Emily Read	London Borough of Haringey
Sarah Carmona	Frame Projects

#### **Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.



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## 1. Project name and site address

Lock Keepers site  
Ferry Lane, Tottenham Hale, London N17 9NE

## 2. Presenting team

Chris Shellard	Lee Valley Estates
Simon Marks	Montagu Evans
Chris Tapp	RM_A Architects
Chloé Nicol	RM_A Architects
Lucy Dossett	BDP

## 3. Planning authority's views

The Lock Keepers site falls within the Hale Wharf Site Allocation within the Tottenham Area Action Plan – which envisages mixed use development. Although the site is challenging, the planning authority considers that the proposal shows considerable promise, including in its architectural expression. Planning officers are keen to ensure an appropriate mix of uses and that the opportunities presented by a waterside location are fully exploited. It will also be important to ensure a satisfactory relationship between development on this site and that at neighbouring Hale Wharf and Hale Village, and also the planned new pedestrian bridge between these two developments. Further consideration of access, including to residential entrances, is required.

## 4. Quality Review Panel's views

### *Summary*

The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset.

These comments are expanded below.

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## *Strategic approach*

- The proposal for the Lock Keepers site is strongly supported in principle. The mix of uses, while ambitious, is achievable but will require a rigorous and effective management regime.

## *Site context*

- The panel seeks clarification of the status of the damaged and disused lock at the site. It understands that this is the responsibility of the Canal & River Trust.
- The lock currently detracts from the quality of the environment and the panel stresses the importance of its repair and cleaning, making it safe and secure. A more radical approach might be considered: permanent closure of the lock, together with appropriate landscape design, could be envisaged, provided that the perception of a lock is retained. As a double lock, it would be possible to retain one lock, while taking the other out of use.

## *Plan and layout*

- The only access to residential entrances is from the pedestrian tow path. The panel expresses some concern about how practical this might be, including, for example, for removals and furniture deliveries.
- The panel is unaware of precedents of residential entrances directly from a tow path and suggests that this be reconsidered. Reconfiguring the plan and layout of the ground floor could allow location of residential entrances on Ferry Lane.
- The panel supports inclusion of a café in the development – but its success will depend on an optimum location. It is currently proposed at the north of the building, which will be overshadowed, and where the amount of footfall along the tow path is unclear.
- The panel suggests that other options may be possible that better integrate all uses. It encourages exploring the potential for a multi-functional entrance to the building on Ferry Lane. This would include access to the residential units, the Lee Valley Estates offices, and also the café. (The panel acknowledges that, if the café were relocated and integrated into the entrance sequence from Ferry Lane, it would require careful management.)
- If residential entrances are located along the tow path, adequate lighting will be essential to ensure safety and security. (This could, however, compromise initiatives to enhance biodiversity (see below).)

## *Scale and massing*

- The panel agrees that the scale and massing proposed for the building works well for its location.

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## *Architectural expression*

- The architectural expression proposed is considered appropriate for the character of Tottenham and this stretch of the River Lee. It is both modern and interesting.
- The sense of rhythm created by repeated elements in the elevations works well. The proportions of the windows – differentiated for commercial and residential spaces – are also successful. The panel suggests that the gable elevations be treated simply, without extraneous decoration.
- The building could well be conceived of as a 'jewel' within its surrounding context. Materials and detailing should therefore be chosen to effectively convey this quality. This would include, for example, the colour of bricks.

## *Residential accommodation*

- In addition to the comments above on the location of the residential entrances, the panel recommends further interrogation of the plan and layout of individual residential units on the upper storeys of the building, to explore reducing the number of corridors, reconfiguring rooms, and maximising the amenity of terraces.
- As a detailed point, in sections and plans, kitchens and bathrooms do not always appear well aligned – which could pose problems of noise and access. The panel therefore recommends minor amendments to resolve this.

## *Environmental conditions*

- The panel recommends careful thought to the vulnerability of south facing terraces to noise from Ferry Lane. The design of balustrades could, for example, help to mitigate this.
- The panel recommends careful consideration of potential overheating – and suggests that the architectural treatment of the east and west elevations might differ to reflect this.

## *Public realm and landscape design strategy*

- With development, the site will lose something of its more wild, green nature – and Ferry Lane is a rather unforgiving presence. The panel therefore strongly recommends interventions to soften and 'green' the public realm along the building's Ferry Lane frontage.
- Development of this site presents considerable opportunities to increase biodiversity, including by planting indigenous species. It suggests inclusion of areas of planting – with sole access by those managing the development – that encourage biodiversity.

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- The panel would also strongly recommend the 'greening' of Pymme's Brook which runs along the site's western boundary. It would encourage discussion with relevant partners and the inclusion of a restored Pymme's Brook in this proposal.

### *Next steps*

- The Quality Review Panel encourages continuing refinement of the proposal for the Lock Keepers site, taking into account the comments above. It is confident that the design team will be able to effectively respond to these comments, in consultation with planning officers.