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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
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Design Standards

Character of development

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 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



Appendix 3

QRP: Chair's Review written response

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 157-159 Hornsey Park Road

Wednesday 1 November 2023

Woodside Room, George Meehan House, 294 High Road, London N22 8JZ

Panel

Peter Studdert (chair)

Ann Sawyer

Attendees

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Bryce Tudball	London Borough of Haringey
Tania Skelli	London Borough of Haringey

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

157-159 Hornsey Park Road, London N8 0JY

2. Presenting team

Stephen Davy	Stephen Davy Peter Smith Architects
Laura Dimont	Maddox Planning
Tara Fitzpatrick	Maddox Planning
Victoria Osunkoya	Maddox Planning
James Fox	Trinity Group
Theodora Kyrtata	Stephen Davy Peter Smith Architects
Kevin Chitty	Trinity Group

3. Planning authority briefing

The site is located to the rear of Hornsey Park Road, with its entrance between two end-of-terrace houses. It is bounded to the west by the Clarendon Square development and to the north by the Iceland site. The site contains a few disused industrial buildings of one to two storeys in height, considered to be of no architectural merit. The buildings are neither listed nor located within a conservation area.

The site is identified as a Strategic Area for Regeneration in the London Plan 2021 and is inside the Haringey Heartlands Growth Area, as well as within the boundary of the draft Wood Green Area Action Plan (2018). It forms part of a designated site allocation, 'SA21 Clarendon Square Gateway'. This allocation requires redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square. The Iceland site, which falls within the same site allocation, is under separate ownership and has planning permission (HGY/2017/2886) for a major mixed-use development up to nine storeys.

The scheme proposes 32 homes (over two blocks of between four and six storeys) and approximately 193 square metres of commercial floorspace, together with associated landscaping and delivery of a new pedestrian route.

Officers support the uses proposed on this site which will aid the council's strategic need for employment in the area. The increased quantum of employment floorspace is therefore welcomed and now considered sufficient. The through route, intended to increase permeability and social integration, remains a requirement of the site for officers, notwithstanding the panel's previous concerns. However, officers wish to ensure the simplicity, robustness, legibility and attractiveness of this route. The heights of both Blocks A and B are now considered to be appropriate.

Officers asked for the panel's comments on architectural character, servicing, and landscaping, including public and private amenity space, legibility, demarcation of the public realm and pedestrian safety.



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4. Quality Review Panel's views

Summary

The panel reiterates its previous concerns that the requirements for a pedestrian through route and the reinstatement of employment use present a significant design challenge if a satisfactory residential environment for 32 car-free apartments is to be created on this constrained back-land site. However, it recognises that these requirements are written into the site allocation and commends the project team for its work to resolve the issues arising from this challenging brief. The panel supports the overall scale and massing of the development and believes that scheme is therefore developing in the right direction, but further work is needed on the details.

The landscape plan, alongside a management plan including servicing and lighting, needs refinement. Greater clarity is needed on which areas are public, private and semi-private, and on separation of vehicles and pedestrians. Legible demarcation of pedestrian areas is also required, using surface materials and boundary treatments to contribute to a safe and welcoming environment. Space for vehicles should be limited, and the area outside of this made more pedestrian-friendly and green. The circular plant room (drum) in the centre of the public realm is likely to cause antisocial behaviour problems and undermine safety by creating spaces to loiter unobserved. The panel recommends that it is removed, and all servicing is incorporated into the other buildings.

The architecture currently appears generic and should be developed further, with materiality and detailing that can give the scheme a more distinctive character. In particular, more work is needed to bring interest to the southeast elevations as they will face the existing residents of Hornsey Park Road. The internal head heights of the commercial units should be increased, and frontages designed to attract of tenants such as artists and makers, who will help to activate the public realm but will not require constant deliveries.

Place-making – through route and uses

- The panel reiterates its view that the policy requirement for a public through route and employment space place significant pressure on a constrained site, detracting from the scope available to create high quality housing. It thinks that this site would be much more successful as a residential-only mews.
- As a new strategic landscape corridor is already planned (in the form of Moselle Walk to the west of the site), it is not clear what need this additional through route will satisfy. Additionally, the requirement to accommodate commercial uses creates servicing challenges that are difficult to overcome and are likely to jeopardise the quality of the public realm in return for a token amount of employment space.
- However, discussions with London Borough of Haringey have concluded that the policy requirements must be delivered. In light of this, the project team is commended for its work to resolve these challenging issues.



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Public realm landscaping

- The landscape plan is currently too loose to show which areas are public, private, or semi-private, and which are for vehicles or for pedestrians. The landscaping must be developed to a much finer level of detail to show how spaces will be defined, alongside a realistic management strategy for maintaining the proposed spaces.
- The landscape plan should carefully consider and define how changes in surface materials and boundary treatments (such as low brick walls, railings and planting) can be used to clarify the nature of different space types for occupants and for visitors.
- The panel is particularly concerned about the lack of separation between vehicles and pedestrians. There should be clear demarcation, including areas for loading and unloading deliveries, to ensure that the site does not fill up with commercial vehicles, detracting from the landscaping.
- The panel suggests that vehicles should only be allowed into the site as far as the western corner of the commercial block, with a clear stop and a turning head here. The public realm beyond this point can then be more pedestrian friendly, including softer, greener landscaping for the residents.
- The panel understands that the scheme will be gated at night using an automatic timer. The project team should ensure that this strategy will not make it difficult for residents admitting visitors, or for commercial tenants who may not work standard hours, avoiding complicated management arrangements.

Plant room building

- The panel is not convinced by the circular plant room building (drum) in the centre of the public realm. Although the development will be gated at night, its location and design allow for unobserved loitering.
- This could enable antisocial behaviour and encourage people to try to break into the nearby cycle store. If the drum was removed, both the external route to the cycle store and to the residential Block A entrance from the northwest would be better overlooked.
- While the move to create seating around the base of the drum is well-intentioned, the panel does not think that is a good place to encourage people to spend time. It could create tension with the residents of the ground floor flat opposite, whose living room is in close proximity.
- Due to the possibility of unobserved loitering immediately behind, the panel does not think it appropriate to have play space next to the drum. However, if it were to be removed, the area could accommodate a larger, more pleasant play space that would be overlooked, south-facing, and easier to manage.



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- For all the reasons above, the panel recommends that the drum is removed and that the plant room servicing needs are incorporated within the other blocks. This will likely result in a small loss of commercial space but will create a much more successful public realm.

Architecture

- The architecture appears generic and lacking in character. The panel understands that this aspect of the design is ongoing, but asks for further work to make the scheme more distinctive as part of the next stage of development.
- The project team is right to focus its main efforts on the more visible elevations facing the public route through the site. However, the southeast-facing elevations are also important as these will be visible to the existing residents of Hornsey Park Road from their rear windows.
- The project team should rework these elevations before public consultation to ensure that existing residents are offered a better view, especially considering the proximity of some homes to this scheme.
- At present, the southeast façades look largely blank because of the slit-like windows. These may be windows to bathrooms and kitchens and may be narrow to mitigate overheating. However, whether or not they can be enlarged, the elevational treatment should bring more interest and animation.
- The panel suggests introducing some articulation of the façades through materiality and decorative brickwork or sills. The project team could take cues from the emerging nearby St Williams development, which uses high quality bricks and has robust detailing.
- It should also consider a contemporary interpretation of the late Edwardian and early Victorian architecture of the surrounding context. This uses contrasting materials to create three-dimensionality and lightness.

Servicing

- The panel would like assurances that the servicing strategy will be developed in detail, ensuring servicing is well managed and does not detract from the public realm and private outdoor amenity spaces.
- The project team is encouraged to engage with highways and transport officers as soon as possible to ensure that the servicing strategy will be supported and deliverable.
- The removal of bins lining the access road is a welcome improvement to the entrance. The consolidated bin store should be carefully designed to create an attractive elevation, as it will be visible to all entering the site.



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Commercial space

- The panel recommends careful consideration of the type of commercial activity this site should accommodate. Tenants who do not require many deliveries would be preferable, to minimise impact on the public realm.
- The panel advises increasing the internal floor-to-ceiling height of the commercial units. This will create a greater sense of presence and will make them more flexible and attractive to a wider variety of tenants.
- More generous head height may encourage artists or makers to the site. The frontages could also be designed as shopfronts with opportunities for spill-out, activating the public realm. However, this should be balanced with overheating, especially for the south-facing unit.

Inclusive and accessible design

- The revision to allow for a wider pedestrian pavement to one side of the public realm entrance route is welcomed. This is more inclusive than narrower pavements on both sides.
- The safety and security of the public realm requires interrogation once the landscape design has been settled. The panel suggests that public areas should be well lit, but with lighting that it is not too bright for residents at night.

Next steps

The panel is confident that the issues outlined in this report can be resolved in consultation with planning officers. 157-159 Hornsey Park Road does not need to return for another design review.



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Appendix 4

Public consultation notification letter

MADDOX PLANNING

LONDON & MANCHESTER
0345 121 1706

20 November 2023

Planning Application at 157-159 Hornsey Park Road, London N8 0JX

Dear Sir/Madam

Trinity International Properties Limited is preparing to submit a planning application for a mixed-use development at 157-159 Hornsey Park Road, London N8 0JX. The site sits behind the existing terraced housing and is accessed via Hornsey Park Road. The site comprises largely vacant commercial buildings of no architectural merit.

It is proposed to redevelop the site to deliver two buildings ranging from part-four and part-five storeys to part-four, part-six storeys to provide 32 residential units and flexible commercial floorspace at ground floor, together with associated landscaping, a new proposed pedestrian route, disabled car parking, cycle parking, and refuse and recycling facilities.

We would like to hear your views prior to the submission of the planning application.

What is proposed?

- A significant enhancement to the appearance of the site through the delivery of contemporary and high-quality architecture;
- The delivery of 32 new residential units and a new high quality commercial unit that will be suitable for a range of occupiers;
- The provision of well-designed, inclusive landscaped areas that will include the proposal for a new pedestrian route; and
- The development will be fully accessible and inclusive through the provision of wheelchair accessible dwellings and step-free access on all floor levels.

The proposals

The proposal is available to view in full through a dedicated webpage at www.maddoxplanning.com/hornseyparkroad. Feedback forms will be made available on the webpage to allow you to let us know your thoughts on the proposals. We look forward to hearing from you.

Yours sincerely



Victoria Osunkoya
Planner

cc: Trinity International Properties Limited

Disclaimer: Image is artist's impression of proposed development



Site location plan



Appendix 5

Public consultation website

WELCOME TO OUR CONSULTATION

HORNSEY PARK ROAD, WOOD GREEN



Welcome to our consultation for an exciting new development by Trinity International Properties Limited for a mixed use development comprising Class E commercial space at ground floor and new residential units at ground floor and above at 157-159 Hornsey Park Road, Wood Green. Trinity International Properties is excited to bring forward this new high-quality development that will not only deliver flexible commercial space in the area but deliver new homes in an accessible location, a short walk away from Wood Green and Turnpike Lane Underground Stations and a number of bus stops.



THE PROPOSAL

The proposal is to redevelop the site to provide two buildings ranging in height from part four and part five storeys to six storeys arranged around a central courtyard, providing 32 new homes and flexible commercial space. The central courtyard will provide a landscaped amenity space and dedicated playspace. Servicing, deliveries, and parking will be accommodated on-site. A new pedestrian route is proposed through the site providing access from Hornsey Park Road to Brook Road. You can see the details [here](#).

This consultation has now closed. Thank you for taking the time to submit your comments.

Appendix 6

Public consultation map