

Pre-application briefing to Committee Item No.

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2019/0027

Ward: Northumberland Park

Address: 867-869 High Road N17 8EY (B&M Store - Former Sainsbury's supermarket site)

Proposal: hybrid planning application to construct a residential-led development comprising approximately 300 new residential units, approximately 120m² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces, a new park, landscaping and open space. Buildings would range from approximately 3 – 6 storeys and there would be a taller building of approximately 29 storeys.

Applicant: Tottenham Hotspurs Football Club (THFC)

Agent Quod

Ownership: Private

Case Officer Contact: Robbie McNaugher

2. BACKGROUND

2.1. The proposed application is being reported to Planning Sub Committee to enable members to view the proposal prior to submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any reserved matters application submitted for formal determination. Pre-application discussions have been ongoing.

3. SITE AND SURROUNDS

- 3.1. The site is 1.2 Ha and primarily contains a large format retail unit (trading as a B&M Store) and surface car park. The site also includes a Grade II listed building (867 and 869 High Road) within the eastern site boundary, together with a row of five small retail units towards the south of the site, two of which are vacant.
- 3.2. The Brook House development, including Brook House Primary School lies to the north of the site. The Tottenham High Road forms the eastern boundary of the Site. Commercial uses associated with the Peacock Industrial Estate are located to the south. A railway line forms the western boundary of the site, with residential uses beyond. The Site has a Public Transport Accessibility Level (PTAL) rating of 3-4, indicating good access to public transportation. Vehicle and pedestrian access is currently from High Road to the east.

3.3. The eastern part of the Site is located within the North Tottenham Conservation Area. The site is within a wider strategic site, NT5 (High Road West).

4. PROPOSED DEVELOPMENT

4.1 The applicant proposes a hybrid planning application to construct a residential-led development comprising approximately 300 new residential units, approximately 120m² commercial uses, approximately 60 car parking spaces and up to 500 cycle spaces, a new park, landscaping and open space. Buildings would range from approximately 3 – 8 storeys and there would be a taller building of approximately 29 storeys.

5. PLANNING HISTORY

5.1. The site has an extensive planning history. Planning permission for the former supermarket building on the site dates from the early 1980s but it may not have been construction until the 1990s. Previous to this, part of the site may have contained a packing case works and a transportation depot. The Local Planning Authority issued a Screening Opinion on 5th March 2019.

- OLD/1982/0598 - Construction of supermarket with ancillary accommodation, attached shop units vehicles and pedestrian access, vehicle operational areas and customer car parking. Granted 25/2/1982
- HGY/2019/0383 - Town & country planning (environmental impact assessment) regulations 2017 (as amended) - regulation 6 - request for a screening opinion. Not EIA development 05/03/2019

5.2. The neighbouring site to the south The Good Yard is currently subject to an appeal. A public inquiry was held in May 2019 and during the inquiry 2 of 3 reasons for refusal were addressed through a S106 agreement. This left 1 reason based on non-compliance with the masterplan principles. The inspector's decision is due on 1st July.

6. CONSULTATION

6.1 Internal/external consultation:

6.1.1 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. Haringey Council officers have held pre-application meetings with the applicant. The applicant has also sought pre-application advice from Greater London Authority (GLA) officers, and officers understand the applicant intend to consult Historic England at pre-application stage.

Development Management Forum and Quality Review Panel:

6.1.2 A development Management Forum was held on 14th March 2019. The applicant held exhibitions for the public on 9th March and 12th March 2019. The Quality Review Panel reviewed the scheme on 13th March and 19th June but the Panel's report has not yet been received by officers. A summary of the DM Forum is **Appendix 1**.

7 MATERIAL PLANNING CONSIDERATIONS

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

7.1.1 Principle of the Development

7.1.2 The former supermarket site lies within a larger strategic site (NT5 – High Road West) which is allocated in the Tottenham Area Action Plan (AAP). The site allocation calls for comprehensive master planned development. There is a master plan for area - the High Road West Master Plan Framework (HRWMF) - that sits alongside the AAP.

7.1.3 The adjacent Good Yards site to the south which is with the same site allocation is currently subject to an appeal against non-determination. It was reported to the Sub-Committee to ratify the punitive reasons for refusal on 08/10/2019. During the appeal a S106 legal agreement secured infrastructure contributions and social rented housing to address 2 of the reasons for refusal.

7.1.4 Subject to securing proportionate infrastructure contributions this part of the NT5 site may be progressed provided the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought.

7.1.5 Officers welcome much needed housing provision, but will continue to work with the applicant to ensure that a comprehensive development is provided.

7.1.6 Given the site allocation, and that the Sainsburys store has been re-located across the High Road, the loss of the former supermarket building is acceptable in principle.

7.2 Design and Appearance

7.2.1 The applicant is required to ensure any development proposal meets the principles of the HRWMF, including provisions around high quality design and distinct neighbourhood character. The development proposal is partly in outline, with all matters expect site access proposed to be reserved. The applicant has committed to a 'Design Code' approach that would guide reserved matters applications if outline permission were granted, and seek to ensure development consistency and quality. Officers are supportive of this approach.

7.2.2 Officers are working with the appellant to ensure the buildings proposed in detail which surround the listed building and face the proposed park are of high quality.

7.2.3 The QRP has reviewed initial plans and the applicant has presented revised proposals to address previous concerns. The QRP are yet to provide detailed feedback on the current proposal however this is expected to be received by officers shortly and will be reported as an addendum. Design issues concerning the relationship of residential dwellings to proposed green space and the design and location of surface car parking have all been discussed with the applicant at pre-application stage. The relationship of the scheme to existing development is set out in the section below. Officers would expect the scheme to return to QRP for additional assessment.

7.2.4 Officers continue to discuss the detailed design the applicant including the landscape strategy and detail of the proposed buildings.

7.3 *Tall Buildings*

7.3.1 The applicant proposes a 29 storey tall building outline on the western edge of the site. The HRWMF seek to create a 'legible spine' descending southward toward White Hart Lane Station. The application site is a location where the principle of tall buildings is acceptable. The applicant should ensure any tall building on the site is in line with the Master Plan) and reflects the design principles in Haringey's policies.

7.4 *Quality of Accommodation*

7.4.1 All units must meet the space and quality standards set out in London Plan policies. The applicant's proposal is mostly in outline, however officers understand the applicant is committed to a Design Code approach to meet relevant London Plan space and quality standards. Officers will continue to discuss this approach with the applicant and ensure that relevant standards are met.

7.5 *Unit Mix*

7.5.1 The applicant proposes 296 residential units. The indicative outline unit mix is proposed to be 69 x 1-bedroom units, 178 x 2-bedroom units, 42 x 3-bedroom units and 7 x 4-bedroom units. This would equate to 16.5% family housing by unit. Officers will continue to discuss the provision of family housing with the applicant.

7.6 *Affordable Housing*

7.6.1 The applicant is currently proposing at least 35% affordable housing by habitable room. Local Plan Policy SP2 requires developments of more than 10 units to

contribute to the Borough's target of 40% affordable housing. Policy NT5 also sets out specific requirements concerning Estate Renewal.

7.6.2 The applicant is exploring sources of grant funding to raise the headline affordable housing percentage to 40%. The tenure split between social and intermediate housing is still under discussion with officers but is expected to follow the mix proposed on the Goods Yard Site.

7.7 *Impact on Residential Amenity*

7.7.1 The application is proposed to be in outline, however the applicant has been advised any submission will need to be accompanied by a full daylight/sunlight assessment and a wind and micro-climate assessment.

7.7.2 The applicant is working with officer to address comments raised at the DM Forum.

7.8 *Parking and Highway Safety*

7.8.1 The main access to the site is proposed to use the existing junction at the High Road, with connections to the Brook House development to the north. The applicant proposes up to 55 on site car parking - a rate of approximately 0.2 spaces per residential unit. Some of this on-site car parking is provided at surface level. Disabled Blue Badge spaces are proposed at 3% of spaces, with provision for an extra 7% subject to demand in line with the draft London Plan. A small amount of short stay commercial car parking is also proposed.

7.8.2 Subject to the views of Transport for London, officers will continue to work with the applicant to ensure the level of car parking on the site is sustainable and that any surface car parking does not have a negative impact on the character of the urban realm. Issues concerning the access connections to Brook House were raised at DM Forum. Officers will also continue to discuss the vehicle connection points to other sites within the NT5 area to ensure that pedestrian and cycle connections are prioritised in line with the HRWMF and the London Plan.

7.9 *Heritage Conservation*

7.9.1 There are two Grade II listed Georgian building on the pre-application site that are in mixed use. The northernmost buildings on the west of the High Road, Nos. 867 and 869, form a pair of Grade II statutorily listed early 18th century properties of three storeys plus a basement. Part of the site lies in the North Tottenham Conservation Area.

7.9.2 The change of use of the listed buildings to residential use is acceptable subject to a high quality design that protects the historic significance of the assets. The applicant continues to engage officers regarding the impacts of the tall building

on the Conservation Area, and the application will be accompanied by a visual impact assessment, with views from agreed assessment points. A full Heritage Statement will be required and the heritage building proposals are required to come forward in full.

7.10 *Accessibility*

7.10.1 All units would be required to comply with the relevant standards - 10% of the number of residential units would need to be wheelchair accessible. This would be conditioned at Reserved Matters Stage if outline permission were granted.

7.11 *Sustainability*

7.11.1 The London Plan requires all new homes to achieve 'Zero Carbon'. Commercial buildings must achieve BREAM 'Excellent'. This would be expected to be outlined in an Energy Strategy to be submitted with any application. Discussions are ongoing with the Council's Carbon Management Team to ensure compliance with the London Plan Policy and ensure connection to decentralised energy networks.

